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9
FEATURE
CARS
INSIDE!

**SCREAMING
315BHP
SUPERCHARGED
FIESTA ST**



3 OF A KIND

**BEST
HOT
HATCH**

Which one would you choose?

**DYNO
SHOOTOUT**

Midlands STOC hit the rollers

**RACING
PUMAS**

5 very different
takes on the FRP



**FORDS IN
WRC**

**PART
TWO**
Looking at the
mighty Focus and
Fiesta WRC cars



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NEXT ISSUE ON SALE
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WELCOME TO THE JUNE ISSUE!

It's the June issue already! That must mean summer is on its way – and that means it's time to dust off our fast Fords and get ready for a new season of summer shows! In fact, by the time you read this, many of you will have already attended the season-opening Central Show at Santa Pod. Check out next month's issue for a full show report on that one.

Before then though, the warmer weather and brighter evenings should be enough to entice you to get your own fast Ford back on the road and ready for action – if it's not already. And if you need any more encouragement take a look at the awesome motors in this issue to whet your appetite!

Starting with the screaming, supercharged Fiesta ST on the cover. Built up from a wreck, this little brute now looks the part and produces 315bhp! Read the full story on page 10.

If that doesn't get your fast Ford juices flowing check out the stunning EsCos on page 20. The finish is simply flawless,

and the 540bhp YB pulling it along isn't too shabby either!

For a double-dose of Cossie love check out the feature on page 44, where two brothers have built a brace of sorted 388bhp Sapphires!

But while the two Saphs may be very similar in spec, there's more than one way to modify a fast Ford. A point proved by the '5 ways to skin a (big) cat' feature on page 30, looking at five very different takes on the Racing Puma. Elsewhere, we conclude our 'Fords in the WRC' feature by looking at the mighty Focus and Fiesta WRC cars from the last 17 years or so, while over on page 62 you can see what we've been doing to our own projects in the *Fast Fleet*.

See how the Midlands STOC got on when they hit the rollers over on page 76, and get ready for the banter among mates, provoked by our '3 of a kind' feature which this month looks at three of the best Ford hot hatches on page 84. Which one would you choose?

Enjoy the mag!

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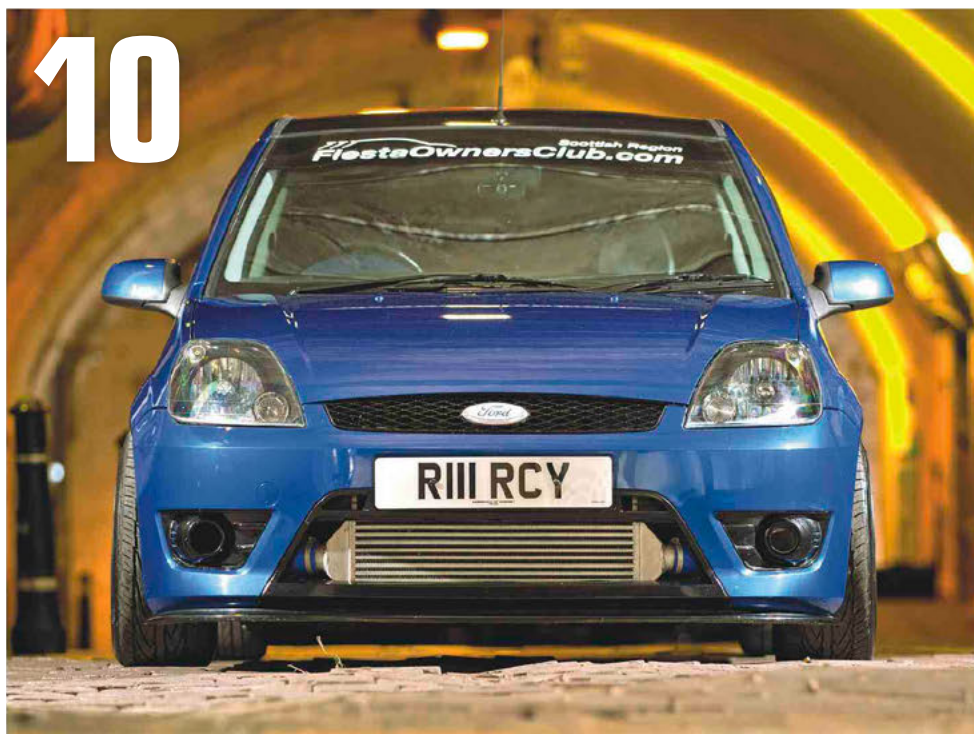
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Another rare Blue Oval...

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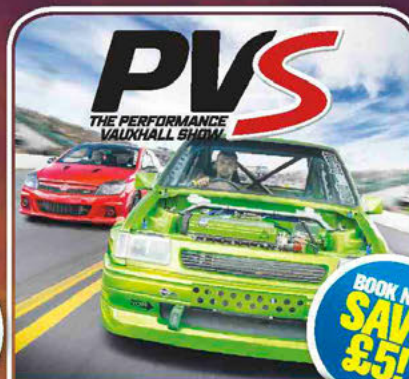
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7th ANNIVERSARY

TAKING

Ricky Lawrence has transformed an accident-damaged Mk6 Fiesta ST into a **315bhp** supercharged screamer!

One of the first questions that we like to ask *Fast Ford* feature car owners concerns their introduction to the Blue Oval. After all, a declaration of love for Escorts, Pumas, Sierras and Mondeos doesn't necessarily explain what it was that encouraged the recipient of our enquiry to get involved in the Ford scene in the first place. For Aberdeenshire resident, Ricky Lawrence, however, our curiosity extends to his unwavering affection for accident-damaged Mk6 Fiestas!

"My Dad has bought and sold Fords for as long as I can remember," explains the 19-year-old petrolhead. "He tends to restore damaged motors before selling them for profit. I was making noises with regard to buying a car in advance of my seventeenth birthday, and he advised me to keep my eyes peeled for a bargain Blue Oval that had been in a scrape," he adds.

A local auction house delivered the goods in the shape of a Mk6 Fiesta 1.25 that was looking a little sorry for itself thanks to a shunt that had resulted in a smashed front end. The car's airbags had been deployed, it was in need of a selection of replacement panels, and it required a new dashboard and windscreen, but Ricky could see the cost-saving potential in buying the flawed Fez and building it to his preferred specification (as opposed to forking out for a perfectly good Mk6 and spending even more of his hard-earned cash on tuning upgrades). Question answered!

A labour of love followed, and the once-poorly Ford was soon kitted-out with a new nose, an ST-edition interior, coilovers, Escort RS Cosworth alloys and a fresh lick of black paint. "I concentrated on style over performance," confirms Ricky. "There seemed little point in toying with such a small engine, and I was keen



SUPERCHARGED FIESTA

CHARGE





“Jamsport was selling a Rotrex C30 centrifugal supercharger kit aimed at Fiesta ST owners”



Cheeky intercooler at the front gives the game away



Larger 60mm throttle body comes from an S-Max!

to keep my insurance premiums as low as possible after I'd passed my driving test," he reasons.

The refreshed Mk6 served its master without fail for a full twelve months, but its low power output encouraged him to look for a new ride that was capable of chucking out an increased number of ponies. "I'd saved a packet by working with a damaged car, and I was keen to repeat the experience when it came to buying the 1.25's successor. With that in mind, I was holding out for a bashed Mk6 Fiesta ST150. The odds of finding one straightaway were pretty slim, but I was prepared to wait until a suitable example appeared at auction," he smiles.

Biding his time paid off; eventually, a faraway auction house announced the online sale of an ST150 with an annihilated front end. Ricky was satisfied that the car met his requirements, and his trigger-happy mouse clicking produced a winning bid. "I was thrilled to have bagged myself an ST150," he beams. "Unfortunately, I was less than impressed with the state of the car's bodywork when I laid eyes

TECH SPEC

SUPERCHARGED FIESTA

ENGINE

2-litre 16-valve Duratec, Jamsport custom map on factory ECU, Cosworth camshafts, Pumaspeed painted inlet manifold, 60mm throttle body, Pipercross air filter, Rotrex C30 centrifugal supercharger, custom supercharger bracket with additional idler pulley, extended auxiliary belt, Jamsport intercooler, stainless steel boost pipes, Rotrex SX150 traction oil, supercharger oil feed reservoir, inline oil filter for supercharger feed, Setrab oil cooler, Milltek Evo 2 exhaust manifold, Milltek decat pipe and resonated cat-back stainless steel exhaust system, 440cc fuel injectors, air conditioning system deletion, blue silicone hoses

POWER

314.7bhp and 266lb/ft torque

TRANSMISSION

Factory IB5 gearbox, Series 1 Escort RS Turbo limited-slip differential, Helix organic two-part clutch kit

SUSPENSION

FK coilovers, 50mm ride height drop

BRAKES

Factory calipers painted Performance Blue, standard discs and pads

WHEELS & TYRES

Refurbished 8x16-inch Escort RS Cosworth alloy wheels painted anthracite, Toyo Proxes (front) and Falken (rear) 205/40/60 tyres

EXTERIOR

Full respray in Performance Blue, gloss black wrapped roof, colour-coded washer jets, Triple R rear valance and front splitter, plastic trim and headlight cavities painted Panther Black, de-tangoed headlights, Osram Nightbreaker main beam bulbs, LED sidelights, smoked side repeaters, DMB gel overlay on badges, tinted rear windows, sun strip, Climair Sport wind deflectors, personalised registration plates, LED plate lights

INTERIOR

LED interior lighting kit, Pioneer AVIC F940-BT head unit, Vibe speakers

THANKS

A big shout out to Track and Street Grampian, to my Dad for helping with the build of the car, to SiCo Developments for supplying the supercharger kit (and for being in constant communication throughout the project), and to the guys and gals of the Fiesta Owners Club for their ongoing support.

“One of their customers had placed an order for a Rotrex kit before changing his mind... I stepped in and bought the unwanted gear at a reduced rate”



on it for the first time. I guess I should have studied the auctioneer's photographs in a little more detail!" he groans.

As a mechanic at a Ford dealership, Ricky's spanner-wielding skills enable him to tear apart and rebuild engines, gearboxes, chassis components and almost everything in between, but he's the first to admit that bodywork isn't his area of expertise. "In addition to the bolt-on parts up-front, the car required new rear quarters. In all honesty, I was a bit miffed. Thankfully, my employer has a paint booth on site, and a colleague offered to sort the affected exterior panels

before covering them in a fresh layer of Performance Blue. It was a welcome solution to an unforeseen problem, and I started to strip the car in advance of its new coat of colour," he tells us.

The Fiesta's bonnet, wings, bumper, front panel and wheels needed to be replaced, and Ricky discovered a hole in its factory gearbox casing. Other unwelcome surprises included the unearthing of an incorrect nearside front hub and strut, but our man 'north of the border' persevered in spite of the variety of automotive obstacles laid out before him.

With its chassis straightened on a jig, fresh paint and the 1.25's EsCos rims, the ST was restored to its otherwise-factory state and

presented to VOSA for a vehicle identity check. A fresh MOT and a 50mm ride height drop on FK coilovers followed, and it was at this point that Ricky began to weigh up the pros and cons of investing in equipment that would boost the overall performance of his fresh Fiesta. "I added a K&N induction kit and a Milltek exhaust system as soon as the car had passed its MOT. These parts alone contributed to a successful 175bhp during a subsequent rolling road session. It was a great starting point, and I quickly amassed a heap of tuning gear that I hoped would deliver even more horsepower," he recalls.

Cosworth camshafts, an S-Max 60mm throttle body and a remap

released another 15bhp, but the temptation of introducing forced induction to the proceedings was impossible to ignore. Of course, Ricky considered selling his Fez in order to raise funds to buy an already-turbocharged Ford, yet the notion of laying his hands on a new car failed to generate anywhere near the same level of excitement as the idea of modifying his existing ride, particularly after he was made aware of the fact that Jamsport was selling a Rotrex C30 centrifugal supercharger kit aimed squarely at owners of the Mk6 Fiesta ST150!

"SiCo Developments is a tuner and retailer of Jamsport products and isn't



The interior remains largely as Ford intended



DRIVER SPEC

RICKY LAWRENCE

Age: 19

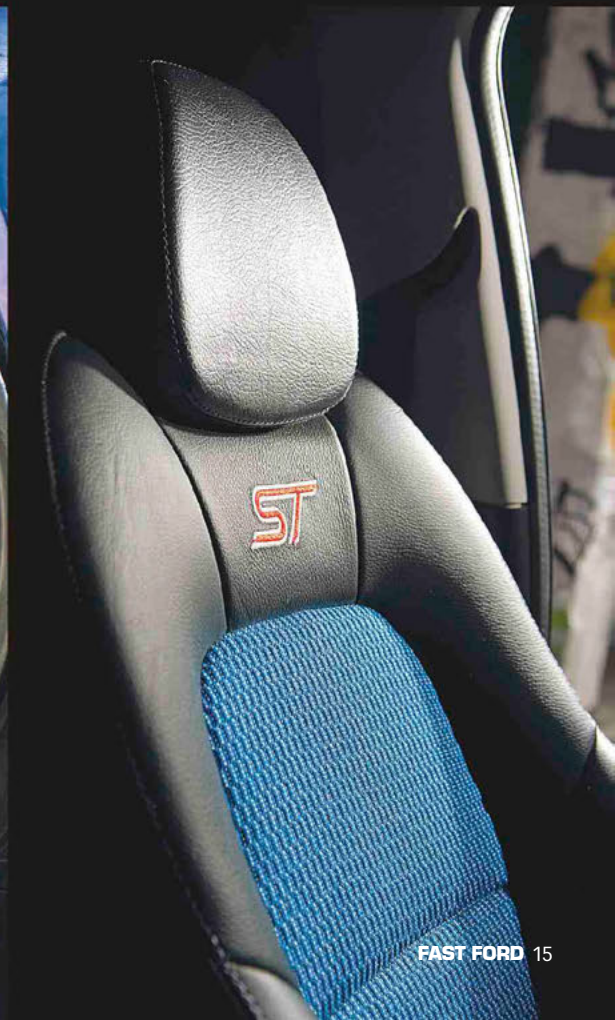
Job: Mechanic at a Ford dealership

First Ford: A Mk6 Fiesta 1.25

Favourite Ford: A Mk1 Escort Mexico would be nice!

Best mod: The supercharger kit

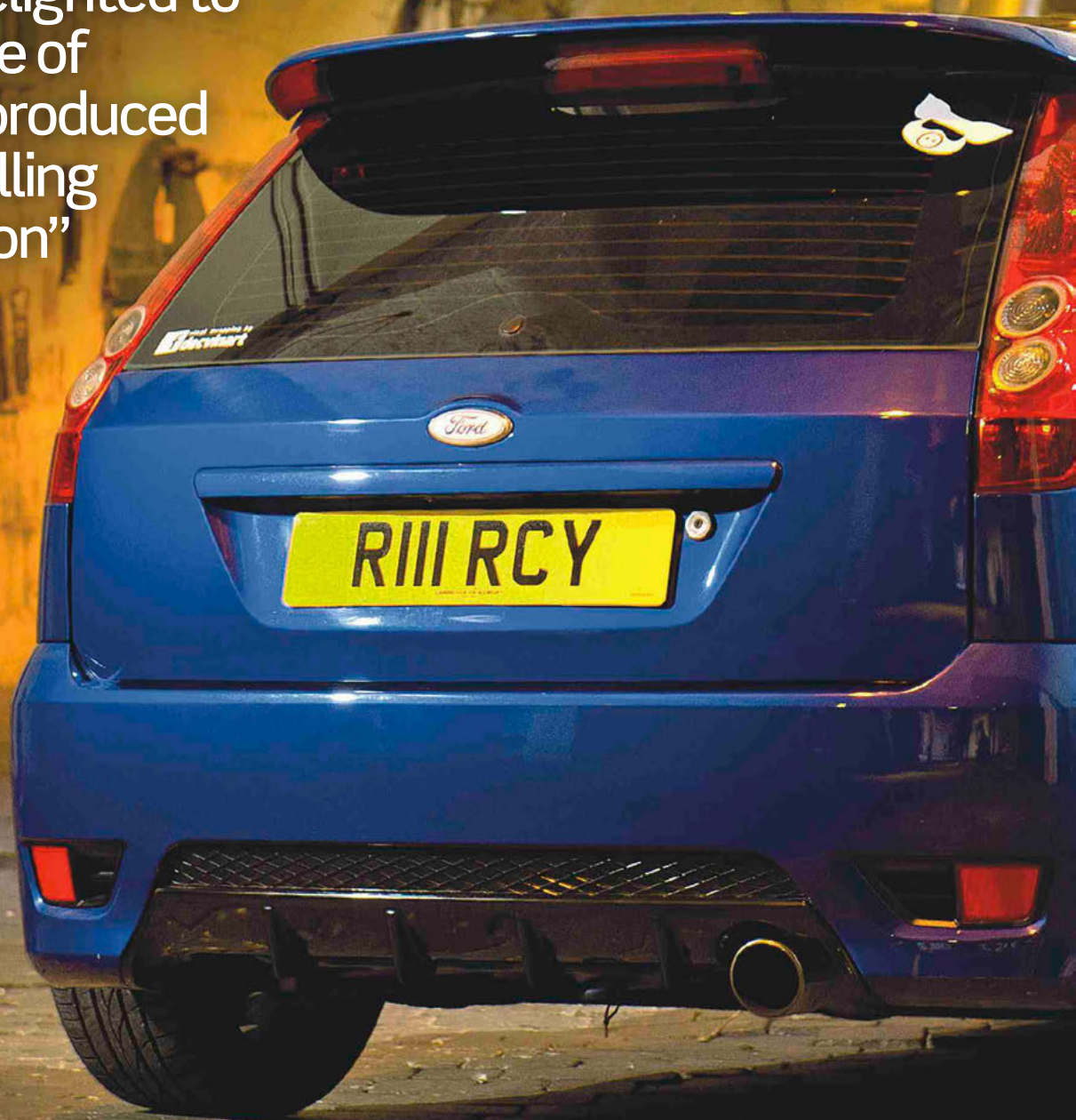
What's next: Bigger brakes and semi-slick rubber





With over 300bhp and zero lag, this ST gets a move on pretty quickly!

“he was delighted to see a figure of 314.7bhp produced during a rolling road session”





Triple R rear valance adds some subtle aggression



too far away from my home town," continues Ricky. "One of the company's customers had placed an order for a Rotrex kit before changing his mind. The parts were already en route from Jamsport by the time that he had backtracked, leaving SiCo with an expensive stack of supercharger apparatus and a distinct lack of Mk6 Fiesta to bolt it onto! I stepped in and bought the unwanted gear at a reduced rate in advance of carting the lot home and beginning the process of modifying my car's engine!" he grins.

A C30 blower, a custom bracket with an extra pulley, an extended auxiliary belt, a front-mounted intercooler, stainless boost pipes, a supercharger oil feed reservoir and a Setrab oil cooler were soon joining a painted Pumaspeed inlet manifold, a Pipercross air filter and 440cc fuel injectors under the Fiesta's bonnet. Its neighbouring air conditioning system was removed, and Ricky applied a new map to his car's factory ECU via a Dreamscience box sent to him by Jamsport.

Aiming for "anything close to the 300bhp mark," he was

understandably delighted to see a figure of 314.7bhp produced during another rolling road session. Sensibly, he reasoned that keeping that amount of power in check might prove difficult without a transmission upgrade, and a Quaife ATB limited-slip differential and a Helix clutch became the next items to appear on his ever-expanding shopping list of tuning parts. That said, it was while saving his pennies for the Quaife unit that he learned of the ability of the ST150's standard gearbox to comfortably house the LSD of a Series 1 Escort RS Turbo. The diff itself would need a good 1.5mm removing from its outer circumference before it would play ball, but one of Ricky's mates had a lathe in his dad's workshop, and he was more than happy to help out.

Even with its glossy black roof, its Escos wheels, its colour-coded exterior trim and its Triple R rear valance and front splitter, you could argue that this fantastic ST150 does a good job of hiding its true colours. Well, that is until you spot its intercooler-laden front end! It's an area of the car that is barely recognisable from the crash-damaged mess that Ricky inherited, but his love of returning faulty Fords to the road has saved him a small fortune while ensuring that a tidy selection of Mk6 Fiestas have been afforded a whole new lease of life. Yup, it's easy to see why he loves broken Blue Ovals! 📷

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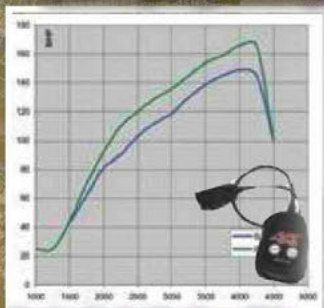
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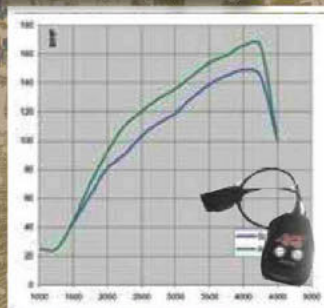
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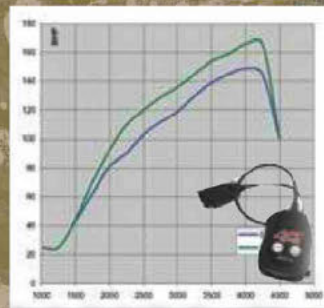
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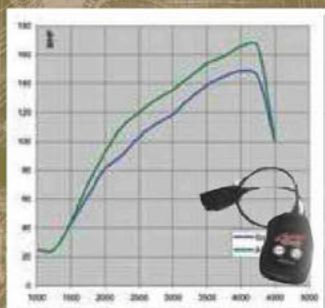
Requires Handset & software, Turbo back exhaust, Intercooler



Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



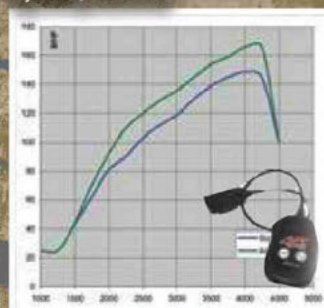
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



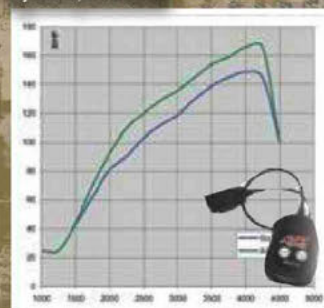
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump Hybrid Turbo, Forged Internals, Camshafts



Requires Handset & Live mapped software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold kit, Hi Pressure & Hi Flow Fuel Pump, GT Turbo Kit, Forged Internals, Camshafts

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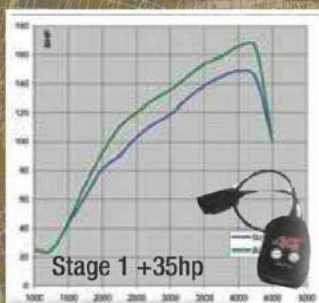
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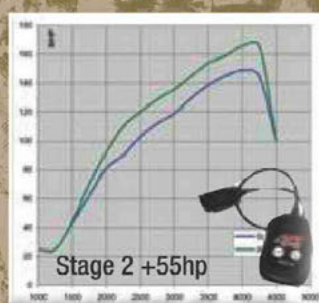
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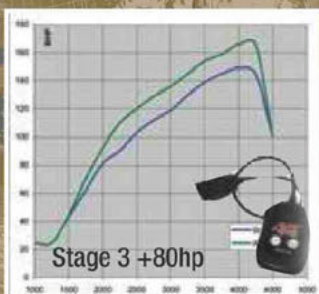
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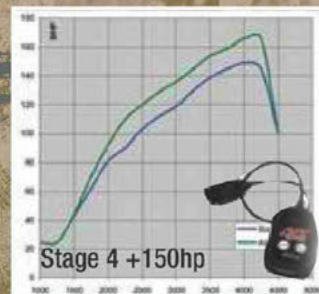
Requires Handset & software



Requires Handset & software, Turbo back exhaust, Panel Filter



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler



Requires Handset & software, Turbo back exhaust, Intake Kit, Intercooler, 550cc Injectors, K16 RS Turbocharger

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Words: Dan Furr Photos: Chris Wallbank

RACE AGAINST TIME

This race-ready Escort RS Cosworth is the product of its owner's dedication to building a blistering Blue Oval in spite of the limited free time at his disposal...



Pinning Craig Straughan down long enough for us to chat about his superb Escort Cosworth has proved to be a difficult task, primarily because the industrial rope access supervisor is forever jumping from one continent to the next (his job sees him clambering

up oil rigs the world over), leaving little time during stopovers for a catch-up. On the rare occasions that he does manage to bag himself downtime, he is invariably in demand, rushing around while trying to see as many friends as his tight schedule will permit.

Unsurprisingly, Craig's fast-paced lifestyle requires a suitably quick car capable of ferrying him around at speed whenever

he's home and dry on UK soil. "I've owned Mitsubishi Lancer Evolutions, Range Rover Sports and a number of fruity Fords, but I promised myself that I would bag an Escort Cosworth before my thirtieth birthday. I fulfilled that ambition, and I've enjoyed playing with the car ever since," he smiles.

The example that found itself in Craig's possession was wearing its original coat of Auralis Blue and retained its factory equipment and stock



RS500 grilles and Morette headlights make for one menacing front end!



specification. It sounds as though this particular Rallye Sport must have been the perfect starting point for a big-power build, yet the 35-year-old from Newcastle is quick to dismiss the idea. "To be honest, I bought the car because it was the only EsCos that I could afford at the time!" he laughs. "It was in need of a significant amount of corrective bodywork, its mechanical components were in decidedly average condition and it was crying out for some form of restoration or another. I was prepared to invest what little time

and money I had in bringing the ol' girl up to scratch, but my ever-changing work placements, not to mention the lengthy periods that my job requires me to spend overseas, forced a less than rapid timetable with regard to project progress," he admits.

Nevertheless, a strip of the Escort's exterior trim kick-started the first round of Ford-shaped updates. Sadly, the car's side skirts were hiding thoroughly rotten sills. "Paint was bubbling around the wheel arches, but I didn't realise that rust had set in so viciously behind body kit components," sighs Craig, acknowledging the significance of the required remedial work. "I had no choice but to source replacement panels before sending the car to my local bodyshop for corrective surgery. It wasn't the best start to my stint as an EsCos owner, but at least I knew that the affected areas wouldn't need to be repaired



DRIVER SPEC

CRAIG STRAUGHAN

Age: 35

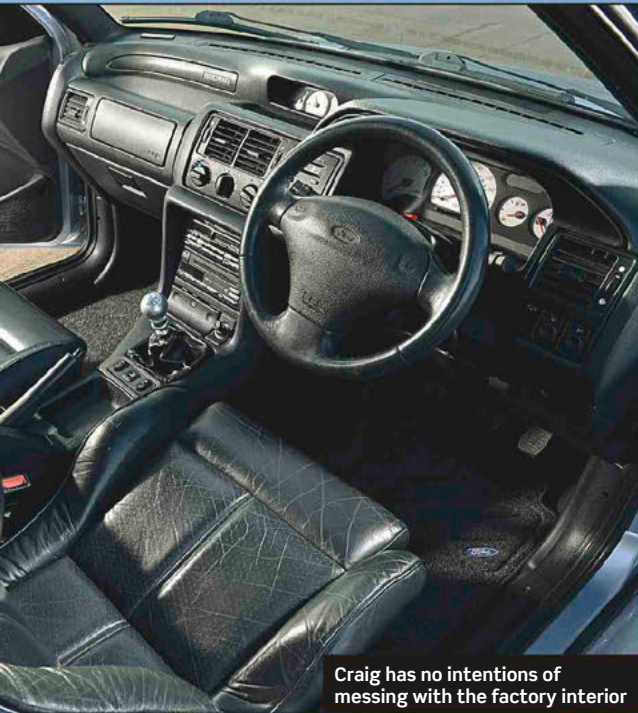
Job: Offshore oil rigger

First Ford: Fiesta XR2

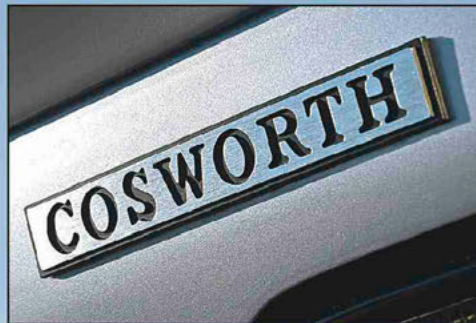
Favourite Ford: RS200

Best mod: Can I say everything?!

What's next: Track time at Ford Fair looks good to me!



Craig has no intentions of messing with the factory interior



again at any point in the near future," he adds.

Complete with its new metal and fresh paint, Craig began to use his revitalised pride and joy on a regular basis. He enjoyed piloting it up and down the UK, visiting friends and family whenever time allowed, but his experiences in charge of high-powered Evos soon left him feeling underwhelmed by the Ford's comparatively pedestrian 227bhp. Deciding that a drastic makeover of his Blue Oval's powertrain was in order, he vowed to push its two-litre lump past the 500bhp mark.

"I'd owned the car for two years by the time that I got around to treating it to a new engine," he recalls. "I thought that the deal I'd struck for the heavily tuned YB was too good to be true. I should have paid attention to my instincts – the sodding thing blew up after just one week of operation!" he groans.

It was at this point that Craig called upon Peterborough's renowned Cossie specialist, Supreme Car Services (SCS). Head honcho, Harvey Gibbs, examined the faulty unit and recommended a complete rebuild that would result in a bulletproof route to big power. With Mr Straughan signalling the go-ahead, Pectel standalone engine



"The upgrades were soon forming a sizeable parts pile on the SCS workshop floor"



Whenever he's back in the UK Craig likes nothing more than to go for a blast in his EsCos!



management, a custom loom and a bespoke map were soon acting as the supporting features of a rejuvenated engine packing Mahle forged pistons, a Waples-ported and polished cylinder head, a GT3076R turbocharger, a Pro Alloy intercooler, a custom exhaust system and a carbon-fibre air box housing a performance panel filter. Additionally, fuelling upgrades were applied in the form of high-flow injectors, a Bosch 044 pump, a 4Bar fuel pressure regulator and braided lines with AN10 fittings.

Sensibly, Harvey advocated a transmission overhaul in anticipation of the car's expected hike in horsepower. Quick to respond to such sound advice, Craig sourced a suitably durable Pete Dougherty straight-cut gearbox, a six-paddle clutch, Quaife differentials and a strengthened front diff casing that promised not to flex under load. Suspension upgrades also came thick and fast, with Black Art coilovers, an adjustable rear beam, rose-jointed track rod ends and Powerflex bushes soon forming a sizeable parts pile on the SCS workshop floor. This was shaping up to be a

TECH SPEC

ESCORT COSWORTH

ENGINE

Fully rebuilt 2-litre 16v YB Cosworth, Pectel T2 ECU, SCS custom map, custom loom, painted 200 long stud block, Mahle oversized forged pistons, 8.0:1 compression ratio, Bosch 044 fuel pump, 4bar fuel pressure regulator, 83lb fuel injectors, braided fuel lines with AN10 hose fittings, Motorcraft spark plugs, uprated ignition leads, ported and polished Waples cylinder head, 16/14 camshafts, double valve springs, panel filter in carbon-fibre air box, Hart inlet manifold, Bailey breather kit, GT3076R A/R .70 turbocharger, custom turbo brace, Pro Alloy intercooler, 3-inch stainless steel exhaust system, alloy power steering reservoir, alloy header tank powdercoated black, silicone hoses

POWER

540bhp

TRANSMISSION

Pete Dougherty straight-cut five-speed manual gearbox, six-paddle clutch, factory flywheel, Quaife front and rear differentials, hydraulic clutch conversion, Quaife thick wall front diff casing

SUSPENSION

Black Art coilovers, factory anti-roll bar, rose-jointed track rod ends, Supreme Car Services 6° rear adjustable beam, polished top mount covers, Powerflex polybushes throughout

BRAKES

AP Racing six-piston front calipers with 378mm J-hook floating discs, factory rear brakes, Ferodo DS2500 pads, braided hoses

WHEELS & TYRES

9x18-inch Rota multi-spokes painted gloss black, Hankook 255/35/18 tyres

EXTERIOR

Fully restored shell, bare metal respray in Auralis Blue, carbon-fibre front splitter, Morette headlights, smoked indicators, RS500 fog light grilles, meshed lower grille, smoked indicator lenses, carbon-fibre exhaust exit surround, personalised license plates

INTERIOR

Standard EsCos leather upholstery, factory ICE

THANKS

A big thanks to Harvey Gibbs and the team at SCS, Martin at Legend Vehicle Specialists, and to my friend, Alexis, for helping whenever and wherever he can



“A rolling road session produced a power graph demonstrating a steady delivery of over 540bhp!”



AP Racing calipers are the latest upgrade



Carbon fibre details look stunning



The underside is just like the rest of the car - immaculate!



seriously impressive Escort Cosworth!

"I drove the car at every opportunity that presented itself during the six months that followed completion of the work in Peterborough," continues Craig. "It was an absolute animal on the public highway, and a subsequent rolling road session produced a power graph demonstrating a steady delivery of over 540bhp! As you might expect, I was thrilled with such an impressive figure, but I'd be lying if I said that the car's appearance lived up to the quality of its improved engine and gearbox. It was an aspect of the Escort that troubled me, leading to a conversation with classic car


restorer, Martin Bailey," he says.

Martin owns Kent-based body shop, Legend Vehicle Specialists. He's well versed in the art of affording fast Fords a new lease of life, and Craig's EsCos was soon stripped to a bare shell before undergoing a detailed process of repair and restoration from within the confines of Legend's Northfleet premises. A flawless coat of Auralis Blue followed, and a variety of carbon-fibre trim (including a front splitter and an exhaust tailpipe heat shield) joined RS500 fog light grilles, Morette headlamps, a meshed lower grille and smoked indicators as the car was rebuilt from the ground up. The finished article

is nothing short of stunning, and the clean lines of this awe-inspiring Ford are enhanced by the inclusion of gloss black Rota multi-spokes wrapped in Hankook low profile rubber.

The most recent update to this cracking Cosworth concerns its braking abilities; AP Racing six-pot calipers with 378mm floating discs and Ferodo pads do a fine job of bringing the car to a standstill. To our surprise, however, it looks as though these super stoppers will represent the final chapter in the build diary of this excellent Escort. "I'm thrilled with the way that my car looks and behaves, and I refuse to meddle with its factory interior," reasons Craig. "Ford did

a brilliant job with the OE leather upholstery and dash layout, and I have yet to find myself wanting to change any of it," he states.

Not that he'd have much of an opportunity to do so even if he wanted to! "I love my job and the travel opportunities that come with it, but I always look forward to the short breaks that I get to spend in the UK, especially as I know that I'll be greeted my rebuilt EsCos. The fact that I have the car exactly as I want it gives me a real buzz, and I hope to be able drive it on the track at one or two of this year's summer shows," he beams. We look forward to seeing it do exactly that... work permitting, of course! 

"The fact that I have the car exactly as I want it gives me a real buzz"





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Words: Jarkle Photos: Ade Brannan

WAYS TO SKIN A (BIG) CAT...



We take a look at five very different modified examples of the Racing Puma...

The Ford Racing Puma played a small but significant role in Ford's late-'90s resurrection, and to fully understand just how important it was we need to delve deeper into the utter mire the company found itself in the middle of the decade. The Escort Cosworth was coming to the end of its life, the Focus was still a long way away, the Probe had been an overly-

Americanised embarrassment, and the catastrophically poor reception given to the Mk5 Escort was still very much in everyone at FoMoCo Europe's minds. The company needed a lift, a well designed, fun little car that was accessible to the motoring masses and that played to the firm's strengths, and when the Puma was launched in 1998 they got just that. Part of car's appeal is that it really had no right to be

as good as it was, especially as it was based on everyday (not to mention outdated) Fiesta mechanicals, but it was a fine handling machine and one that proved to be a success.

The Puma has been part of the UK Ford scene for a long time now and it's only natural that the vast majority of modified examples are based on the range-topping Racing variant, especially as they're still relatively affordable

and can, if your pockets are deep enough, be tuned to make large power figures. Of course while all FRPumas were created equal they haven't stayed like that, and a quick glance at the specifications of the five examples you see here proves just how diverse the UK Puma community really is. Each has been put together by a passionate Puma enthusiast, though that's about where the similarities between all five end, and each one is a unique expression of its owner's personality and reflects how they intend to use the car.



FRP 401

OWNER ALEX GOODIER
STYLE CONCOURS



You could make a strong case for the Racing Puma being one of the best cars Ford has ever produced, more than happy to be thrown round a circuit right out of the box and able to surprise some far quicker cars in the process. It's also worth noting that the days of cheap FRPs are long gone, and that these cult classics are rapidly gaining in value and will continue to do so. No doubt all of this was in Alex Goodier's mind when he handed over the cash for this stunningly well turned out example; "I'd wanted a FRP since I

saw the launch at the Birmingham motorshow, and I'd spend hours poring over the launch photos and admiring the car," chuckles Alex. "This one had actually been a Cat C write off back in 2008, though someone had put it back on the road and given it a bit of TLC before then."

The car had been treated to an extensive list of parts, including front and rear chassis legs, panels, front wings, bonnet and boot, meaning it was the perfect candidate for Alex's concours plans. "I'd never seen another FRP built to that standard so I decided

I may as well be the first". There was still a huge amount of work to do when Alex rolled the newly bought Puma into his dad's garage and set about unceremoniously dismantling it, especially as all of the work had to be undertaken using basic tools and axle stands. Alex estimates that he spent at least 300 hours lying under the car painstakingly stripping off the old underseal, taking it back to bare metal, then re-applying Epoxy chassis paint, 3M seam sealer and a liberal coat of stone guard paint, but you can't argue with the results.



Not everything went to plan though, with perhaps the biggest issue resulting from Alex's attempt to soda blast the master cylinder. "It'd been put back together and looked great, but some of the soda must've still been left in the cylinder, so when I plumbed it back in soda made its way round the entire system," recalls Alex with a grimace. "I eventually found it in the ABS module, the front lines and the calipers, and it'd thickened the fluid and gummed up everything."

This mishap aside, the Puma has come together fairly smoothly. It's now among the best examples around, more than capable of holding its own against the finest concours competition cars in the country. It might not be a flame-spitting monster, but Alex's car serves to underline just how good the FRP really was right out of the box.

"He spent at least 300 hours lying under the car"



Unmarked FRP steering wheel is a rare sight



Standard Sparco buckets are in awesome condition

TECH SPEC

FRP 401

ENGINE

1.7 FRP Zetec-SE DOHC 16v, Piper Exhaust 4-2-1 manifold and system with 100 cell cat, refurbished fuel tank, new fuel lines

POWER

152bhp

TRANSMISSION

Five-speed IB5 manual

SUSPENSION

Eibach springs and dampers, Powerflex ARB, front wishbone and rear beam bushes, NOS drop links, bearings and lower ball joints

BRAKES

Front: Original Alcon four-pot Motorsport calipers, Hi-Spec discs, Textar pads, Goodridge braided hoses
Rear: Original Lucas calipers, Pagid pads, Goodridge braided hoses

WHEELS & TYRES

Original 7.5x17in Speedline alloys with Ford centre caps, Yokohama Parada Spec 2 tyres

EXTERIOR

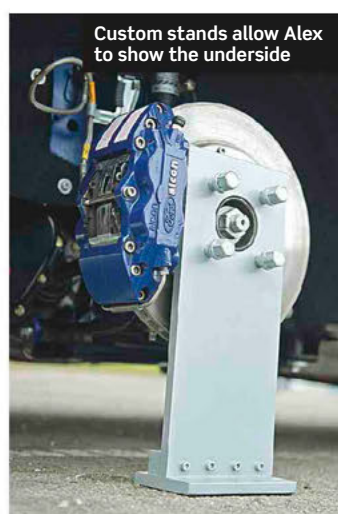
Ford Racing Puma no. 401, bare metal respray in Imperial Blue, panels aligned correctly, underside stripped to bare metal, 3M seam sealed, stoneguarded

INTERIOR

OE FRP Sparco front seats and peddles, FRP floor mats

THANKS

Steve Gallagher at Wolverhampton Ford



Custom stands allow Alex to show the underside



Engine bay is utterly spotless!



FRP 094

OWNER AARON BENTLEY
STYLE TRACK CAR



The Racing Puma has aged very well indeed and Ford really did get its design just right, managing to blend the factory car's good looks with some much needed aggression, hence the lowered ride height and Speedline alloys. Aaron's owned six of these cars since 2009 (about

1% of their total number) and still has an immaculate, factory-fresh example tucked away for occasional use. This particular car came up for sale at a price that was simply impossible to refuse, plus it already sported a number of grazes and minor dents, so using it as a base for a track car really was a no-brainer!

Now the FRP's factory-imbued charms are already well known, so Aaron's gone to great lengths to build upon them without compromising the car's essential character. In fact it probably wouldn't be too much of a stretch to describe Aaron's car as having a 'Clubman' specification, hence the mixture of factory Racing

Puma and high-end aftermarket hardware. The chassis is where the majority of Aaron's time (and money) has been spent, and the car now boasts polybushes all round and ultra-rare RPJ dampers at all four corners.

"These were built by Rich Perry Jones, Ford's chief of suspension at the time, and they're fantastic out on track. He only made between 15 and 20 sets in total, and I have ten stashed away in my lockup," laughs Aaron.

That desire to work with what Ford thought best can be seen throughout the car, with OE Alcon four-pots now clamping down on Hi Spec 330mm discs, a stock 1.7 engine breathing through a K&N filter, and Ford LSD still doling out power to the front wheels. It might not be the most specialised of cars, but that doesn't mean it isn't capable out on track and Aaron's been able to keep all manner of high end sports cars honest while belting round Brands Hatch. This is definitely a car to watch for the future; Aaron has big and bold plans, most of which revolve around further chassis upgrades, a new diff and a lot more power!

"The chassis is where the majority of Aaron's time has been spent"



The interior is sparse, but all in the name of saving weight



Exhaust and air filter help the 1.7 Zetec SE breathe a little easier

TECH SPEC

FRP 094

ENGINE

1.7 FRP Zetec-SE DOHC 16v, K&N panel filter, Janspeed stainless exhaust system

POWER

152bhp

TRANSMISSION

Five-speed IB5 manual with LSD

SUSPENSION

Upgraded RPJ dampers, FRP springs, Powerflex ARB, wishbone and rear beam bushes, 30mm rear spacers

BRAKES

Front: Original Alcon four-pot Motorsport calipers, Hi-Spec discs, Mintex pads, Goodridge braided hoses
Rear: OE calipers, Mintex pads, braided lines

WHEELS & TYRES

Original 7.5x17in Speedline alloys powder coated yellow, Ford centre caps, Rainsport 3 tyres

EXTERIOR

Ford Racing Puma no. 94, Imperial Blue paint, yellow TRS tow straps, carbon fibre bonnet

INTERIOR

OE FRP Sparco front seats and peddles, Sparco three-point harnesses, stripped out interior

THANKS

Simon Crosby, owner of FRP 027 with helping to organising the day. James and the Team from Auto Finesse for supplying us with some fantastic detailing products to make the cars look great for the cameras (www.autofinesse.co.uk)
Bill Hughes the owner of former RAF Newton for allowing us access to the site for the day
Chris Newton from Lightning Motorsport for all the help and advice for engine work (www.lightningmotorsport.co.uk)
Aaron Bentley from Racing-Puma.co.uk for organising the day and getting all of the cars together (www.racing-puma.co.uk)
Alan Farmer from Pumabuild for supplying us all with parts over the years and getting Errol's car back on the road. (www.pumabuild.com)



No need to carry any excess weight in a track car





FRP 070

OWNER ROSS RESTELL
STYLE FEATHERWEIGHT ROAD RACER



Before we go too much further we should probably highlight that the owner of this Racing Puma, Ross Restell, actually works at Lotus, something that should give you more than a little clue as to where the majority of work and effort has been spent, and why it now boasts one of the finest chassis of any Racing Puma, albeit one that retains the majority of the OE hardware. The project has its roots in another Racing Puma, a car that Ross and his father (also a Hethel employee) used for a number of track days, including a trip to the notorious Nurburgring that almost ended in disaster; "We had what you could call a bit of a 'wobble' while lapping the circuit, and that convinced us that we

need another, less immaculate FRP to turn into a dedicated track car," Ross recalls.

The pair wasted no time hunting out a rather sad looking car that'd had its cambelt snap, then been tucked at the back of a dusty lockup. To say it'd seen better days would be something of an understatement, but it wasn't enough to deter Ross from diving in with the spanners and sourcing, rebuilding and fitting a new motor, then adding a Milltek 4-2-1 manifold and a custom stainless exhaust. That's not the kind of work that'll suddenly see you with 300-odd bhp, but then that was never the point of this build; much like Aaron and Darren, Ross was at pains to build a superb handling Puma that still retained

much of what made these cars so special in the first place, hence his decision to retain the factory springs and dampers. "I wanted to be able to use all 165bhp all of the time while on track, so while the dampers are still stock I did spend a lot of time at work tweaking the geometry in order to eliminate any trace of over or understeer."

The FRP's solid rear beam and the fact that they all came with a degree of toe-out from the factory necessitated making up some custom shims, and Ross's car now runs a rear setup that's as near to neutral as it's possible to get.

A box-fresh Racing Puma gearbox was also sourced and fitted with a Quaife LSD, plus new driveshafts, CVs, wheel bearings and a Fiesta ST clutch,

and the result truly is a Puma that can exploit its modest power whenever it's needed and in all conditions. It's the Racing Puma that Ford themselves could have built if they'd been willing to produce an even more focussed and hardcore car, and Ross and his father have wasted no time in making full use of its considerable capabilities. It helps that the pair are clearly firm believers in Colin Chapman's famous mantra of 'simplify and add lightness,' as this car tips the scales at just 930kilos, thanks in no small part to the plastic windows, stripped interior and Lotus Evora bucket seats that weigh a paltry 3kilos each!

"We both became a little obsessed with the Nurburgring after the last visit and a return trip was always on the cards. I set myself a goal of a sub-9 minute lap when we went over there for a week, so a fairly tough time in a naturally aspirated car with factory springs and dampers, but I managed to set an 8.55 on my final attempt," laughs Ross.

That's undoubtedly been the car's highpoint so far, though we've no doubt there are plenty more to come, especially as Ross is in the process of building himself a bespoke set of springs and dampers...



Lotus seats weigh just 3kg each!

5 RACING PUMAS

TECH SPEC

FRP 070

ENGINE

Rebuilt 1.7 FRP Zetec-SE DOHC 16v, ported and flowed cylinder head, K&N panel filter with original FRP modified airbox and inlet, aircon condenser and pipework removed, Milltek 4-2-1 exhaust manifold, custom full stainless exhaust system with de-cat

POWER

165bhp

TRANSMISSION

Five-speed IBS manual fitted with a new Quaife LSD, new driveshafts, CV joints and wheel bearings, Fiesta ST clutch and pressure plate

SUSPENSION

Powerflex ARB, wishbone and rear beam bushes, dampers removed, performance tested and matched, new drop links, geometry setup and optimised for handling balance

BRAKES

Alcon four-pot calipers, Alcon brake discs, Textar Pads, Goodridge braided brake lines front and rear

WHEELS & TYRES

Original 7.5x17in Speedline alloys, Yokohama Advan AD08 tyres

EXTERIOR

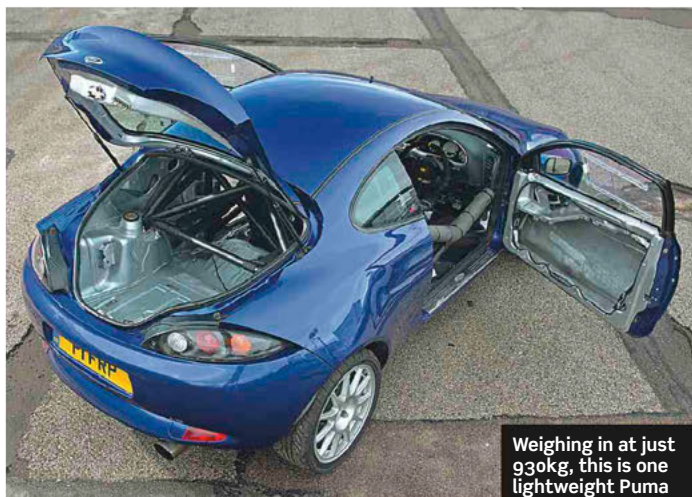
Ford Racing Puma no. 70, Imperial Blue paint

INTERIOR

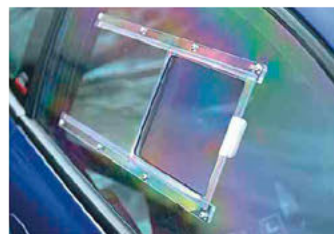
Fully stripped, all sound deadening removed, dashboard lightened, MSA verified and approved Custom Cages multi-point weld in roll cage, lightweight carbon fibre bucket seats (3kg each), custom seat mounts, Luke 6 point FIA harnesses, Sparco aluminium race pedals, OMP Targa 330mm steering wheel and boss, steering column lowered 30mm on custom made bracket, polycarbonate Lexan windows, custom passenger foot rest, fire extinguisher

THANKS

My dad Steve for doing most of the hard work, everyone at Lotus for their help and interest during the build, and my wife Lauren and mum Gill for allowing me and my dad so much time in the workshop!



Weighing in at just 930kg, this is one lightweight Puma



The diet even extends to the inner door skins!



Rollcage adds strength and stability

"I wanted to be able to use all 165bhp all of the time while on track"



Careful tweaks see the engine producing a healthy 165bhp



FRP 049

OWNER DARREN GREENHALGH
STYLE NA SCREAMER

It's easy to forget that the Puma formed the basis of Ford's F2 rally challenger for a time, and Darren's example is probably the closest to a road-going version you're likely to get. This thing really is a high revving, naturally aspirated screamer of a car, the kind of creation that makes people of a certain age tut and roll their eyes and those in the know nod and smile with approval. Though it's still entirely road legal Darren admits this Puma is now very much orientated towards track work, and the vast majority of the high-end tuning parts he's fitted are uncompromising and designed to work at their best when the car is being driven hard. "It was always going to be a track car, that's why I wasn't too phased by buying it as a totally stripped shell with a weld in cage. I ended up buying another Puma, a Zetec one that had a fully built race engine and a few other goodies, so that's what formed the basis of the car."

There was never any talk of fitting something like a 2.0 or a turbo – Darren wanted to both preserve the FRP's natural poise and usability, and to be able to use all of its power whenever he felt like it, hence why it's evolved into such a rev-happy monster. This is one serious 1.7, with a lightened and balanced bottom end with heavy duty rods and high compression pistons,

a ported and polished head with race-spec cams, AT Power 42mm throttle bodies and Omex 600 management. It's a setup that currently produces 182bhp, but Darren hopes to break the 200bhp barrier when he fits some Lightning Motorsport 'Stage 6' cams. "I love how it sounds at full chat, like a cross between a Mk2 Escort and a modern WRC car! It spits flames and can make your ears physically hurt when

it's popping and banging at 103 decibels" he smirks.

That powerhouse of an engine is matched to an equally sorted chassis, with Gaz coilovers, Powerflex bushes and an overhauled and uprated brake setup. This is impressive stuff, but it's actually the car's light weight (just over 900kilos) that most endears it to Darren, and managing to strip a full 300kilos out of a car that verges on the



featherweight in standard guise must've been a challenge!

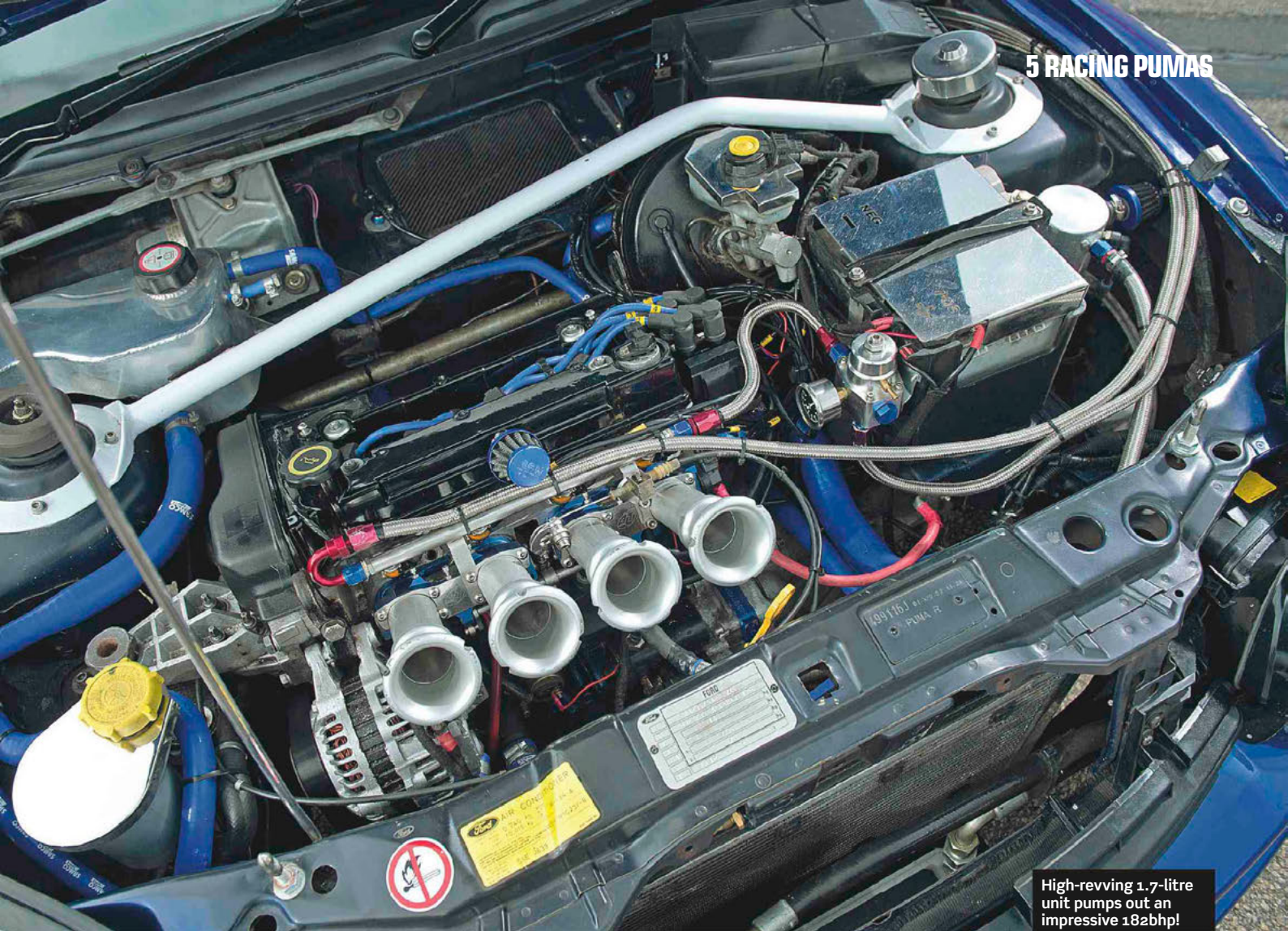
Plans for the future? Well those Stage 6 cams should be fitted by the time you read this, then Darren wants to fit some new seats, flock the dash and carry on humbling Imprezas out on track.

"It spits flames and can make your ears physically hurt"



Sparco buckets are perfect for track use





High-revving 1.7-litre unit pumps out an impressive 182bhp!

TECH SPEC

FRP 049

ENGINE

Rebuilt 1.7 FRP Zetec-SE DOHC 16v, modified keyed crankshaft, Lightning Motorsport high compression pistons, steel H-beam con rods, ARP rod bolts, ACL heavy duty main and big end shells, painted block and sump, Lightning Motorsport 'Stage 2' ported and polished head with Lightning Motorsport 'Stage 3' cams, Piper vernier exhaust pulley, AT Power 42mm shaftless throttle bodies, Omex 600 management, Pipercross filter, Magnecore HT leads, NGK spark plugs, FSE fuel pressure regulator, braided fuel lines, Demon Motorsport fuel and surge tank, x2 Bosch 044 fuel pumps, Protec 4-2-1 manifold, Powerflow manifold back stainless exhaust heat-wrapped all the way through, Samco blue hose kit, Auto Specialists header tank, power steering tank cover, brake servo pot cover and battery cover, modified Fiesta RS Turbo 45mm core alloy radiator, x2 8in slimline fans, Mocal oil cooler

POWER

182bhp

TRANSMISSION

Five-speed IB5 manual

SUSPENSION

Gaz Gold coilovers, Powerflex ARB, wishbone and rear beam bushes

BRAKES

Original Alcon four-pot Motorsport calipers, Hi-Spec discs, Mintex pads, rear bias valve

WHEELS & TYRES

7.5x17in Speedline alloys, Yokohama Parada Spec 2 tyres

EXTERIOR

Ford Racing Puma no. 49 in Imperial Blue, F2 rear spoiler, carbon fibre roof vent, Ford Motorsport vinyl stickers, red TRS tow straps, bonnet pins

INTERIOR

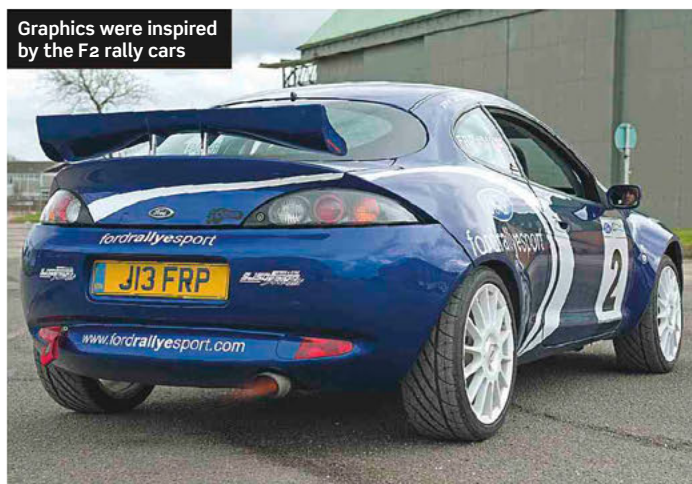
Sparco wrap around bucket seats, Custom Cages roll cage, Lifeline fire extinguisher system, carbon fibre front and rear door cards with pull straps, carbon fibre dash inserts for gauges oil temp and pressure, OMP deep dish steering wheel, Sparco peddles

THANKS

My partner Shelley for putting up with me building the car and not taking her on holiday instead, Dale Jones with the build, Streetracers in Leicester for mapping the car late at night so I could make Castle Combe.



Graphics were inspired by the F2 rally cars





FRP 045

OWNER ERROL WILLIAMS
STYLE TURBOCHARGED MONSTER



So we arrive at the most powerful, bonkers and extreme car here, a 2.3 turbocharged hell-raiser that's gone through a dramatic evolution since Errol Williams bought it at the start of 2011. Back then it was nothing more than a tired and battered shell (we're sensing something of a theme here), a good thing as far as Errol was concerned as it meant he could well and truly go to town without upsetting the FRP faithful!

"I originally fitted a 2.0 Duratec with a GT28RS, then a GT28306R, plus all the forged, low

compression internals of course. That was a good setup but it was lacking in low down, useable power," Errol explains.

It wasn't the only problem; Errol actually managed to stuff the Puma while at Ford Fair 2013, and though he was thankfully left unharmed, the same couldn't be said for the FRP. The front end had been pushed over by a full 100mm and most of the front panels were fit only for scrap, though Errol was lucky in that he was part of Project Puma, an incredibly friendly and selfless car club. Within days they'd started

an online fund to get the car back together, an endeavor that eventually raised over a thousand pounds and encouraged Ford UK themselves to get involved.

"They donated a huge stash of rare and expensive parts, so some headlights, a slam panel and a grille – basically everything they had left in stock," says Errol. "Alan at Pumabuild was also a massive help as he sourced the front wings, the bumper and got the whole shell knocked back into shape. It was an amazing, humbling experience".

A colossal setback like that

would make most think twice about further tuning work, but it only served to drive Errol onwards toward the car's current, ultimate spec. Up front you'll now find a 2.3 Duratec with a custom GT30 ("it has small compressor and turbine housing and spools up very quickly"), a Cosworth crank, inlet plenum and balance shaft removal kit, Carillo rods and pistons, and a ported VCT head with custom profile cams. It's been proven to make a whisper over 400bhp, but Errol's since adjusted the fuelling and the timing and a figure of 430bhp and 370lb/ft is probably closer to the mark.

"It's a bit of an animal to be honest and you can't really use the power in anything other than bone dry conditions, even with the Quaife ATB diff," chuckles Errol. "It's a seriously quick car though and one I've no plans to sell, especially as everyone helped get it to this state."

Perhaps it shouldn't be too surprising to learn that Errol's not quite finished with the Puma, and that plans are being drawn up to convert it to full-fat, four-wheel drive at some point the future. Watch this space, one of the UK's most insane Pumas has a lot more to give! 📺

"You'll now find a 2.3-litre Duratec with a custom GT30 turbo..."



5 RACING PUMAS

TECH SPEC

FRP 045

ENGINE

2.3 Duratec with forged CP pistons and Carillo rods, ARP main bolts, crank pulley bolts, flywheel bolts and head bolts, Cometic gaskets, Clevite rod and main bearings, custom flywheel, Cosworth crankshaft and balance shaft removal kit, high port VCT head with custom turbo-spec cams, Cosworth inlet plenum, overdrive oil pump, custom fuel rail, turbo manifold, custom specification Garrett GT30 turbo, custom alloy intercooler pipes, Pace intercooler, twin-core alloy radiator, Walbro 255lph in-tank fuel pump, AEM Tru-Boost electronic boost controller, AEM wideband controller, Megasquirt ECU, custom polybushed engine mounts, custom exhaust system

POWER

430bhp (approx)

TRANSMISSION

Custom MTX75 gearbox with Quaife ATB differential, Focus gear stick and linkage, AP uprated organic clutch, custom driveshafts

SUSPENSION

Gaz Gold coilovers, OMP lower strut-brace, Powerflex ARB, wishbone and rear beam bushes

BRAKES

Original Alcon four-pot Motorsport calipers, custom caliper adaptor brackets, Focus RS discs, Focus ST/RS rear discs

WHEELS & TYRES

8x17in Compomotive MO5 alloys with Toyo Proxes T1R (front) and Federal 595 RS-R tyres (rear)

EXTERIOR

Ford Racing Puma no.54 in Imperial Blue, F2 rear spoiler, bonnet raisers

INTERIOR

Standard Ford Racing Sparco seats, custom made steering wheel, Focus RS centre console, various boost, fluid, temperature and pressure gauges

THANKS

Alan and the team at Pumabuild, Ford UK for helping out, and everyone at Project Puma for chipping in and making the rebuild possible



This is one of the most aggressive Pumas in the UK!



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Mega-spec turbocharged Duratec produces around 430bhp!





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TAROX	£286.97	COMING SOON	£286.97	COMING SOON	£286.97	£114.00	£270.00	£90.00	£190.80	£94.80
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ST	£165.00	£725.00	£165.00	-	£165.00	COMING SOON	£135.00	£625.00	£135.00	£625.00
AP	-	-	£164.00	£545.00	-	-	-	£515.00	-	-
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Words: Dan Furr Photos: Dan Sherwood

PARENTAL ADVISORY

Egged-on by their Ford-obsessed father, Ricky and Dan Betty have built a pair of 388bhp Sapphire RS Cosworths...



Modifying and maintaining high-horsepower Blue Ovals is a family affair for Peterborough's Betty boys. Known throughout the Cambridgeshire city as die-hard Ford fanatics, brothers Ricky and Dan have been raised on a staple diet of Henry's finest thanks to their father's lifelong love of tweaking and tuning hot rods. "He would encourage our younger selves to attend Santa Pod in order to witness him attacking the quarter-mile in his 1932 V8 Coupe," explains Dan. "Unsurprisingly, we were exposed to a wide variety of altered Fords from a very young age, and we promised to bag ourselves a slice of the action as soon as we were

old enough to get behind the wheel," he says.

True to their word, the lads coined quality rides to toy with in advance of taking their driving tests, although it's fair to say that their chariots of choice were more 'Dagenham' than 'Detroit'. Dan opted for an entry-level edition of the Mk4 Escort, while Ricky started an ambitious Anglia 105E restomod project that is still in progress today. "I've owned a number of classic Fords over the years, but the Anglia is still with me!" he smiles.

Not to be outdone, Dan can also boast a list of beloved Blue Ovals on his motoring CV, and both Bettys can lay claim to owning RS-kitted Escorts before buying the stunning Sapphires that they

have today.

"My Saph was claimed to be producing 400bhp," recalls Ricky. "I had my doubts, but Dad urged me to make a cheeky offer in the hope that the seller would be interested in a quick sale. I was bowled over when our terms were agreed! The difficult drive home was a less welcome surprise, however, and I soon realised that there was something seriously wrong with the engine of my new car," he sighs.

A failed turbocharger was identified as the cause of the problem. Family friend (and famed YB specialist), Harvey Gibbs of Supreme Car Services offered to cure the stifled Sapphire before any serious damage could



➤ be done. Consequently, a replacement turbo and an SCS performance chip were installed alongside increased capacity fuel injectors. The cool Cossie was given a clean bill of health thereafter, and Ricky was delighted to report that his Moonstone Blue belter was operating without fault.

Unfortunately, disaster wasn't far away. "The car's oil warning light was flickering," continues Ricky. "I decided to inspect the engine in an attempt to avoid catastrophe. To my horror, I discovered a problem with one of the pistons that had caused oil pressure to drop so low that my brand new turbo was ready to give up the ghost! Left with no choice, I began to dismantle the lump in advance of a complete rebuild," he says.

As a skilled vehicle technician

by trade, Ricky is well versed in the magic of motor mechanics, and he didn't hesitate in tackling the project from within the confines of his garage at home. Harvey was on hand to supply parts, and a '200' block was soon being kitted out with Mahle forged pistons, uprated rods and an SCS big wing sump. A multi-layer head gasket, uprated camshafts and vernier pulleys provide increased performance and reliability, while airflow has been improved thanks to a 4x4 inlet manifold, a four-inch downpipe and an enlarged stainless steel exhaust.

The car's fuel system has been updated with a Bosch 044 pump, Siemens injectors and an SCS-fettled ECU incorporating a Pectel daughter board. Dropped back into the engine bay with a smattering of silicone hoses and blingy dress-up parts, ➤



DRIVER SPEC

DANIEL BETTY

Age: 35

Job: Electrician

First Ford: 1.3-litre Mk4 Escort Bonus

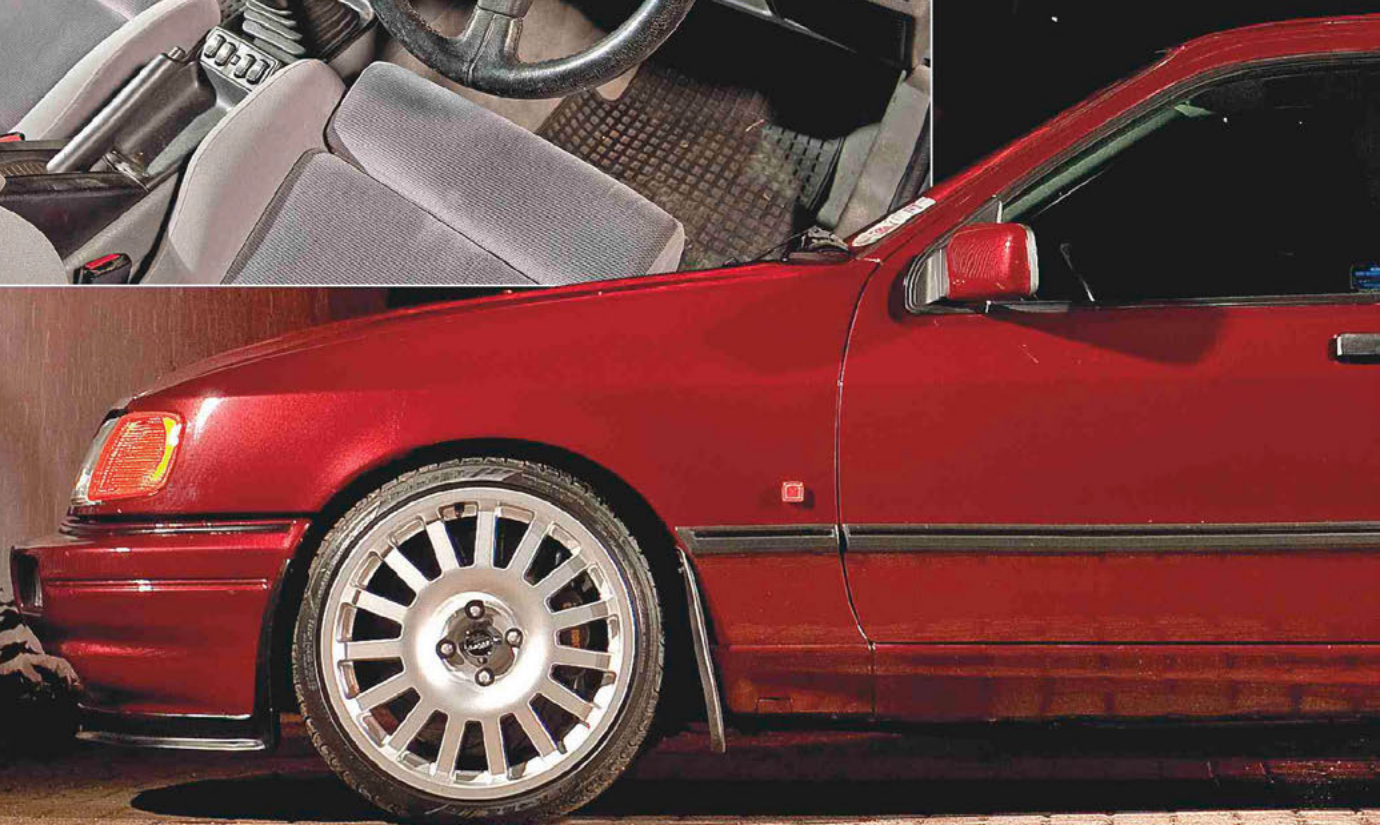
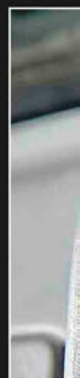
Favourite Ford: RS500

Best mod: The brakes and wheels

What's next: Use it until it breaks!

"Ricky promised to build me an engine that matched the spec of his own"

The factory-fitted Raven leather has been replaced with Dan's preferred cloth trim





the revised nuts and bolts registered 388bhp and 373lb/ft of torque on the rolling road. Job done.

Meanwhile, Dan looked on with interest as his brother wrestled with the new toy in his life. "I was tempted to buy a Sierra for myself, but all of the examples that I encountered were rot-boxes," he says. The troublesome Moonstone monster had also failed to inspire enthusiasm, but repeated sightings of minters at the summer shows saw his search begin anew. "Eventually, I bought a Magenta two-wheel drive Sapphire," he grins. "Unlike Ricky's car, mine featured Raven leather seats and door cards. Oh, and it had a seized engine!"

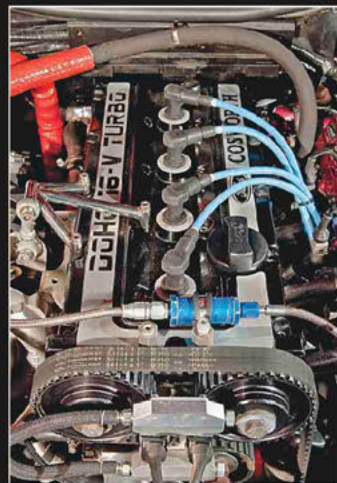
Purchasing a crippled Cossie was the outcome of a conscious decision to seek a solid car over one that ran without fault. "It would have been nice to have found the complete package, but an impotent Sapphire costs considerably less than one firing on all cylinders!" reasons the elder of the two Ford fans. "Besides, Ricky promised to build me an engine that matched the specification of his own. With that in mind, the fact that the car was a non-runner was of little concern," he says.

Sure enough, Betty-the-Younger equipped the Magenta marvel with a YB packing the same equipment as his own. It was a tried-and-tested configuration

that enabled Dan to avoid a time-consuming process of trial and error. Moreover, using apparatus that had been applied to the Moonstone car meant that he had a readymade map at his disposal that could be loaded on to his Sapphire's ECU without the expense of a rolling road session.

That said, there are minor discrepancies between the engine bays of these fantastic Fords. For example, while both utilise custom air boxes, Ricky's ride features a unique Cosworth item topped with a carbon-fibre lid. Furthermore, each 'bay is decorated in its own colour scheme with pulleys, reservoir tanks, hoses and heat shields to suit.

"Mine featured leather seats and door cards. Oh, and it had a seized engine!"



TECH SPEC

SAPPHIRE COSWORTH

ENGINE

1993cc DOHC 16v YB Cosworth, standard bore long-studded 200 block, Cosworth forged pistons, standard forged connecting rods, standard grind crankshaft, heavy duty shells, big wing sump, cleaned cylinder head, new valves and guides, BD10 inlet camshaft, Mountune pulleys, WRC multi-layer steel head gasket, cam cover powdercoated black, 55lb Siemens fuel injectors, 3-bar MAP sensor, L6 ECU with Pectel daughter board running 12-stage boost and WRC 909 air injectors, SCS custom map, Group A coil, Ford Motorsport ignition leads, T34.48 turbocharger, 4x4 Sapphire RS Cosworth inlet with 14mm spacer, 70mm intercooler painted satin black, dedicated turbo cooler painted satin black, RS500 boost pipes, Group N alloy air box lid, 3-inch stainless steel exhaust system with outwardly rolled tip, Bailey breather painted satin black,

heat-wrapped breather pipes, Auto Specialists alloy header tank painted satin black, alloy radiator painted satin black, silicone hoses

POWER

388bhp @ 6500rpm, 394lb/ft torque @ 4750rpm

TRANSMISSION

Rear-wheel drive, rebuilt T5 five-speed gearbox, Gripper plated differential, 909 differential mount

SUSPENSION

GAZ coilovers, 250lb (front) and 450lb (rear) rated springs, three-door Sierra Cosworth front hubs and traction control arms, SCS six-degree rear beam powdercoated black, Escort Cosworth rear anti-roll bar powdercoated black, chrome strut tops

BRAKES

AP Racing six-piston front calipers with 362mm discs and bells, 4x4 Sapphire Cosworth rear calipers

WHEELS & TYRES

8x18-inch Compomotive FMV alloy wheels, ET35 (front) and ET25 (rear)

offset, 215/35/18 Yokohama tyres

EXTERIOR

Factory RS Cosworth bodykit, Magenta paintwork, RS500-style front splitter, light blue Ford badges, genuine Ford mudflaps, original amber indicator lenses, replacement bonnet

INTERIOR

RS Cosworth Recaro cloth interior (replaces factory leather), boost and oil pressure gauges, genuine Ford floor mats, standard 2WD Sapphire Cosworth steering wheel, Panasonic head unit, colour-coded gearknob insert

THANKS

Harvey and Jim at Supreme Car Services for their help (and for sourcing parts!), brother Rik for building my car's engine, Jason Cunningham, Andy Przybul for the paintwork, Taylor and Emerson for polishing the car, Colin Setchfield for collecting it for me... oh, and the Mrs!



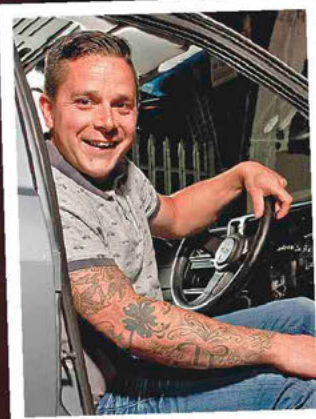


Ricky's Saph wears Comp MOs, hiding FRS Brembos!



Centre-mounted gauges are a Saph speciality





DRIVER SPEC

RICKY BETTY

Age: 33

Job: Porsche, Mercedes and VW vehicle technician

First Ford: 1967 Ford Anglia

Favourite Ford: RS200

Best mod: Being able to crank boost up to 32psi!

What's next: More power

Paintwork aside, obvious differences between the cars can be seen when casting an eye over their understated exteriors. In Ricky's case, 17-inch Compomotive MO5s makes an appearance, while Dan has opted for a set of the larger, rally-inspired FMVs. Both designs prove without doubt that a decent set of rims can transform the look of a car, yet the cosmetic appeal of the wheels provides function as well as form thanks to their ability to house larger calipers. For Dan, that equates to AP Racing six-pots with 362mm rotors, whereas Ricky has raided the Ford parts bin for Mk1 Focus RS Brembos.

Further aesthetic variation can be seen in the form of the Moonstone Sapphire's vented 4x4 bonnet and its Rouse Sport splitter. There are also subtle differences in ride height between the two cars, with Ricky's pride and joy sitting pretty on Leda

dampers and springs, while Dan's wears wound-down GAZ coilovers.

That's where distinctions between suspension setups end; both motors enjoying the benefits of three-door hubs, matching traction control arms and EsCos rear anti-roll bars. Additionally, the rear end of each car is equipped with an SCS six-degree beam – a valuable asset that reduces excessive camber and understeer while improving straight-line grip.

As you'd expect, a huge increase in performance has dictated the need for meaty transmissions. Rebuilt gearboxes and Gripper plated differentials have been installed accordingly, not least of all because Ricky's car was destroying diffs for fun following its return to the road. "It killed two within a week!" he chuckles. "I've been through a couple of

"The revised nuts and bolts registered 388bhp and 373lb/ft of torque"





TECH SPEC
SAPPHIRE COSWORTH
ENGINE

1993cc DOHC 16v YB Cosworth, long-studded 200 block, Mahle pocketed forged pistons, standard forged connecting rods, forged crankshaft, Cosworth shells, SCS big wing sump, BD10 inlet camshaft, Kent Cams vernier pulleys, WRC multi-layer steel head gasket, 55lb Siemens fuel injectors, 3-bar MAP sensor, L6 ECU with Pectel daughter board running 12-stage boost and WRC 909 air injectors, SCS custom map, rewired Bosch 044 fuel pump, 4x4 Sapphire RS Cosworth inlet manifold, T34.48 turbocharger, RS500 70mm intercooler, dedicated alloy turbo cooler, custom Cosworth alloy air box with carbon-fibre lid, alloy radiator, Bailey alloy header tank and reservoirs, alloy auxiliary pulleys (alternator, power

steering pump, water pump), 4-inch downpipe, enlarged stainless steel exhaust system, Samco silicone hoses

POWER

388bhp @ 6500rpm, 394lb/ft torque @ 4750rpm

TRANSMISSION

Rear-wheel drive, rebuilt T5 five-speed gearbox, Gripper plated differential, Alcon six-paddle clutch, 909 differential mount

SUSPENSION

LEDA front coilovers with 350lb springs, GAZ rear coilovers with 250lb springs, three-door Sierra Cosworth front hubs, SCS six-degree rear beam, Escort Cosworth rear anti-roll bar, adjustable polished strut brace

BRAKES

Mk1 Focus RS Brembo front calipers with 330mm drilled discs, standard rear calipers with drilled discs, braided hoses

WHEELS & TYRES

7.5x17-inch Compomotive MO5 light alloy wheels with staggered offset, 215/40/17 Toyo T1-R Proxes tyres

EXTERIOR

Factory RS Cosworth bodykit, Moonstone Blue paintwork, 4x4 Sapphire Cosworth vented bonnet, imitation Rouse front splitter, genuine Ford mudflaps, original amber indicator lenses

INTERIOR

Factory RS Cosworth Recaro cloth trim, custom gauge panel (housing oil pressure, boost, fuel pressure gauges), three-door Sierra Cosworth dash panel, standard 2WD Sapphire Cosworth steering wheel, Pioneer head unit, Alpine speakers, fire extinguisher

THANKS

Harvey Gibbs and the crew at Supreme Car Services for their ongoing help and advice

“I began to dismantle the lump in advance of a complete rebuild”




SCS-spec YB pumps out 388bhp and near 400lb/ft!



gearboxes too, but I hope to have found the perfect solution with the Gripper unit as I don't intend to undertake any more repairs in that area!" he smirks.

Step inside either Sapphire and you're treated to classic Blue Oval comfort provided by Recaro cloth upholstery (Dan decided to ditch his leathers due to the excessive weight of their subframes). With the exception of additional gauges and Ricky's embossed three-door RS dash panel, both cabins remain as Ford intended. It's another example of OEM+ brilliance, and it serves to demonstrate that there's a move towards simple, straightforward styling among Cossie owners right now, albeit a trend that's pushing the prices of standard Sierra parts through the roof. "I'd say that the cost of incidental trim has tripled in the past few years," muses Ricky, as he recalls the difficulty he had in obtaining 'as new' amber indicator lenses. "Tuning parts have also become more expensive. I'm glad that we started building our cars when we did!" he cries.

Inspired by their father, the Betty boys have equipped a brace of stunning Sapphires without getting caught up in sibling rivalry. This willingness to work together has resulted in not one, but two brilliant Blue Ovals, and it shows that their love for fast Fords is definitely in the blood! 

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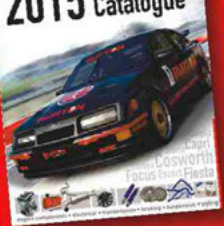
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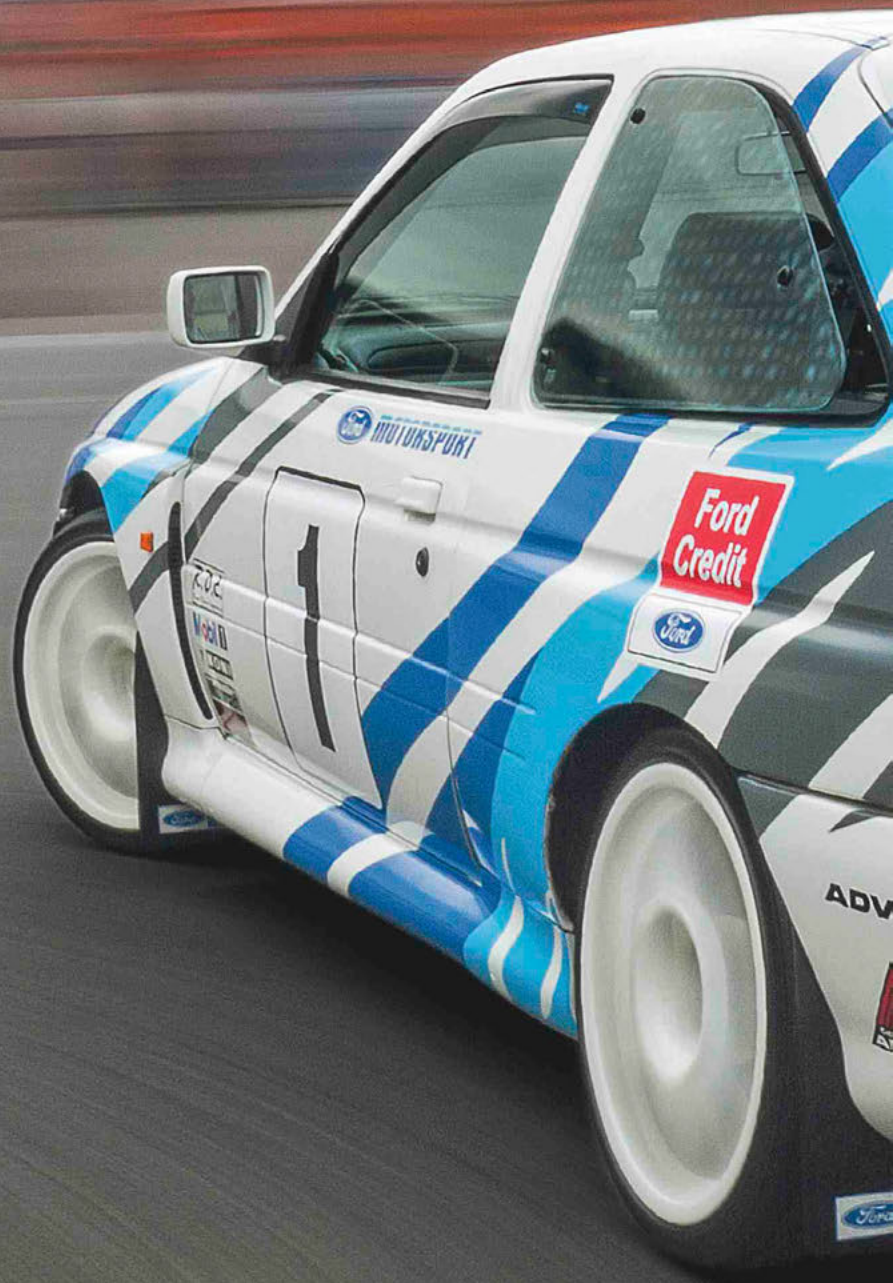
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DAN SIERRA COSWORTH



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New diff and 'box' was sent away to a local specialist for fitting

Simon's been on a spending spree for the Fiesta...



I said this would be a 'shoe-string budget' rally car, but somehow I managed to buy Quaife ATB and a Helix Autosport clutch. Allow me to explain...

Since last month's update I decided to tax the car, this would allow me to put the company reg plate on the car, and also drive it to check for defects. After all, the car has been sat in our car park for a year! And if I had some impending mechanical failures I'd rather find out now, not on a stage. During one of my 'shakedown' drives, it became apparent that it was tricky to get into 3rd gear when the car was warm. It appeared that the synchro for 3rd gear was getting a bit past it and could do with replacing. I also detected a small amount of clutch slip when giving it the beans.

It was starting to look like the 'box was going to have to come out. Using 'man-maths' I decided that if the box

was out then I'd be mad not to fit an LSD at the same time. I decided to fit a Quaife ATB, as although I'd love a plate diff the Quaife unit is significantly cheaper, and maintenance free. The down side to an ATB diff is the need to have both wheels on the ground and turning for the diff to work. If I suffered a broken driveshaft my rally would be over there and then, as all the torque

"WHOOOPS... I SOMEHOW BOUGHT A NEW DIFF" SIMON

would take the path of least resistance just like an open diff. Whereas a plated diff would allow me to one-wheel drive the car back to service park.

As the 'box was out I used the same flawed logic to talk myself into upgrading the clutch, and after a bit of research I decided on a Helix Autosport upgrade. A quick chat with their sales guys convinced me to fit their organic compound clutch plate and upgraded cover. We discussed fitting a paddle clutch, but I was advised that with only a mild level of tune, the easier-going organic plate would be well up to the job.

Removing the 'box is a fairly simple job, with only the added complication of removing the M-Sport composite sump guard before we could begin. With the box out of the car it was soon on its way to a local specialist to have the new ATB fitted. Having refitted the 'box and taken the car out for another test drive I'm amazed at the results. The car takes off like a stabbed rat thanks to the Helix clutch, and is now able to draw a nice big '11' on the tarmac too!



Stock open diff has been replaced with a Quaife ATB unit



ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



ALAN FIESTA ST

THIS MONTH

SIMON'S FIESTA..... P62
DAN'S SIERRA COS.... P63
MOTORBASE'S
BTCC FOCUS P64
JAMIE'S MONDEO P65
ADE'S SAPH COS P66



New Powerflex bushes have arrived, but Dan has yet to fit them

Okay, you might say the owner of a Sierra Cosworth should see straight lines as an alien concept; that the only way is sideways. But we're not talking about twitchy handling here. We're talking about gripping the wheel and praying, simply to keep control. Under acceleration it's pulling one way; under deceleration it squirms the other. It's just no fun.

But don't get me wrong. The car itself is as straight as the A15. It's just that some of the parts connecting Cosworth to tarmac are well beyond their sell-by dates.

First to be replaced are the suspension bushes, which are being binned in favour of Powerflex polyurethane on the track control arms, rear beam and anti-roll bars. They're not the cheapest poly bushes you can buy, but it's worth paying that bit extra for the quality. You know they'll be well-finished, they'll arrive the next day, they'll fit without a fight, and they'll still be strong when the metal around them turns to rust.

Of course, I've not yet fitted the bushes – at the time of writing I've done no more than plonk the Cossie onto axle stands – but I'm confident they'll cure my wandering old Ford.

If not, I'll try the trailing arm bushes. And then the dampers. And then the rest; there's already a Titan carbon plated diff awaiting my heavily-bent credit card. And then... Then it'll be time for black lines, not straight lines.

DAN/SIERRA COSSIE

GOING STRAIGHT!

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOs ■ Grooved discs ■ Massive exhaust!

All he wants is his Cossie to drive in a straight line – Dan hopes new bushes will be the cure!

straight line is less of a target, more of a miracle. And slithering hedge-bound under aggressive boost may sound like a thrill, but only if you're the sort of bloke who's fond of jumping out of aeroplanes without a parachute. Which I'm not.



A straight line. That's all I want. A straight line surely isn't too much to ask of a car that's being driven down a straight road, with the steering wheel straight and the front wheels straight and my hair straight and Straight Outta Compton on the stereo.

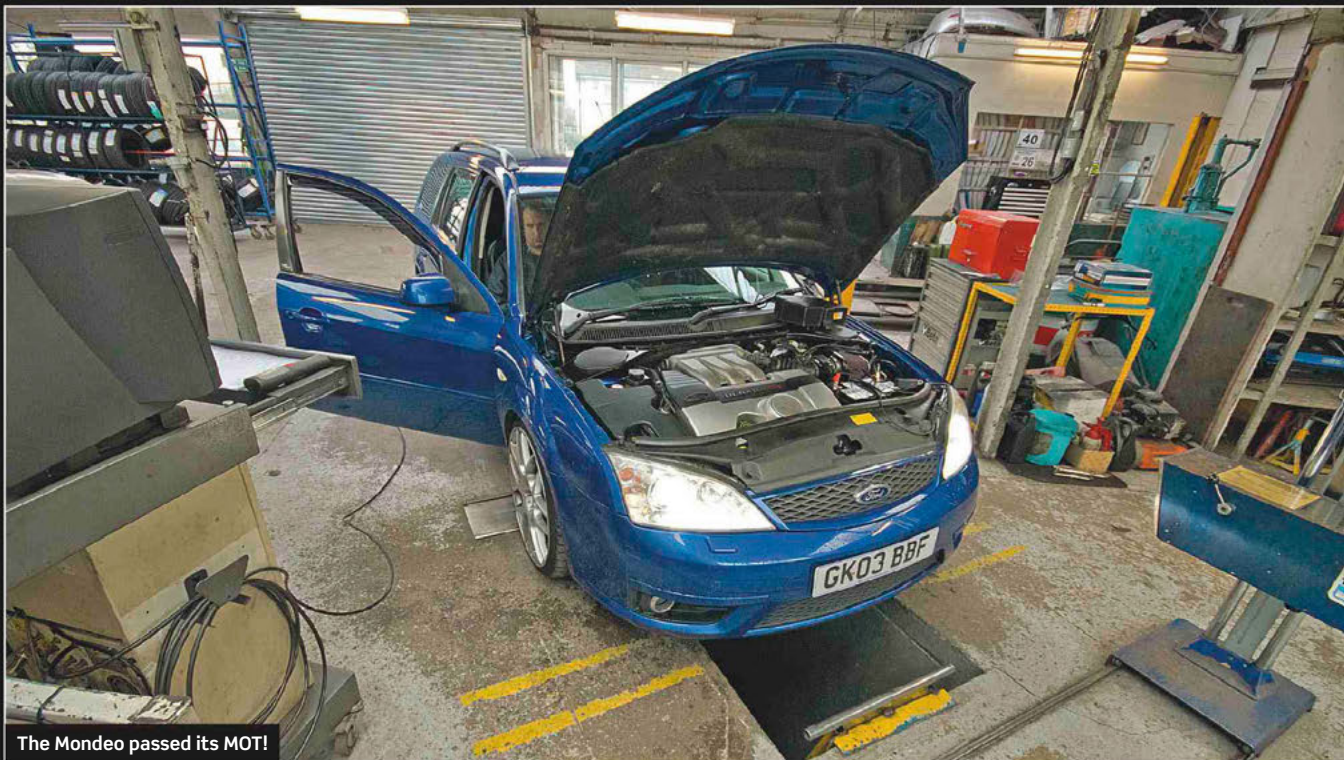
But I reckon there's more chance of turning Stephen Fry straight than keeping this old Sierra going where it's intended on anything other than the smoothest, straightest surface.

Add a little rain, drizzle or morning dew into the mix, and the spinning rear wheels mean a

"WHY WON'T YOU DRIVE IN A STRAIGHT LINE!?"
DAN



Dan got as far as jacking the car up – that's more than enough for a day's work...



The Mondeo passed its MOT!

JAMIE / MONDEO ST220

TEST TIME

SPEC 3.0-litre V6 ■ K&N 57i kit ■ Formula Power 10mm HT leads
 ■ Wolf pack extras ■ Cades Bern 8.5x20 alloys ■ Continental
 ContiSportContact3 tyres ■ Infinity custom exhaust ■ Focus ST calipers
 ■ EBC discs and pads all round ■ Kenwood DDX5025DAB radio ■
 Superchips Bluefin ■ Permashine paint protection

It's crunch time as Jamie takes the Mondeo for an MOT....



What is it about MOTs and their ability to creep up on you when you least expect it? And it's always at a time when you've got a load of other

stuff going on or needing to be paid for. And they seem to always coincide with a hefty road tax bill too! Well that's exactly what happened to me this month!

Thankfully I was able to book the Mondeo in for its MOT just a few days before the old one expired, so at least I would be covered to legally drive the car – just as long as it passed that is!

I booked the test at my local Ford main dealers, Tarnock Garage. I know the guys there very well (Simon even has his own Fiesta in the *Fast Fleet* alongside my

Mondeo) and they have done most of the recent work on the car so they know it well.

I handed over the keys, watched the car disappear into the testing area, and I held my breath. Why is it that no matter how well you know a car, you're always nervous that the MOT tester will unearth some major hidden fault that's just ready to cripple you financially? But I needn't

have worried, as when the tester re-emerged he was holding a clean piece of paper – the ST had passed! And with only a couple of small advisories – one of which was the rear indicator bulbs, which had started to fade. A simple job that was fixed there and then for just a couple of quid!

While the MOT pass has made me very happy, the inspection did confirm that the timing chain cover gasket is indeed leaking as we previously suspected. And the books says it's a six-hour job to replace!

**"MOT TIME?
WHAT,
ALREADY!?"
JAMIE**



The healthy V6 sailed through the emissions test too

Jamie did spot some 'pitting' on the headlights, so one of Meguiar's Lens correction kits might be on order very soon...



I also spotted some pitting on the headlamps, so will look to rectify this soon too.

Oh, and I think the alternator is on its way out as well – as various different dash lights have taken to flickering on and off very briefly at random intervals. Oh bugger...

THANKS

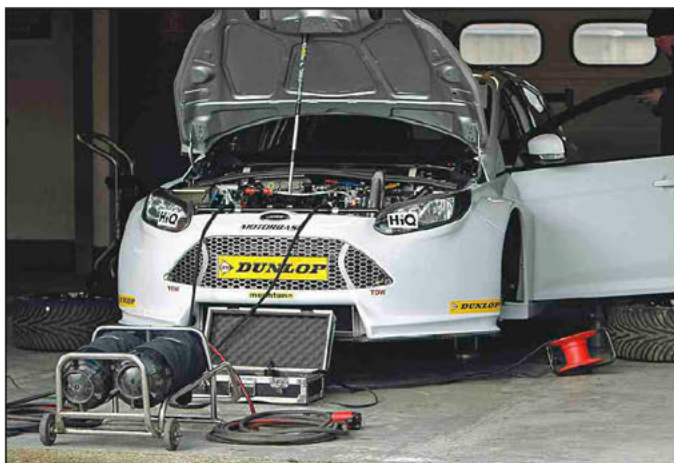
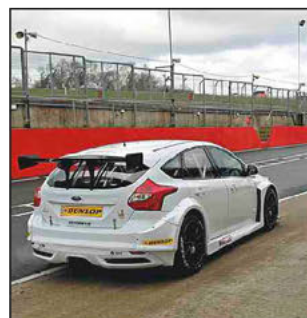
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Testing has already produced some encouraging results



The 2015 drivers; James Cole (left) and Mat Jackson (right)



New Mountune-built EcoBoost engine is performing well!

MOTORBASE / FOCUS BTCC

ENFORCED BREAK

Sadly the Motorbase Focuses will miss the first rounds of the BTCC, but the team is using the time wisely to perfect the car's performance...



Firstly, it's with huge amounts of regret that we have to report, as noted by our absence from the first two rounds at Brands Hatch and Donington, that we are having to take a mini sabbatical and sit out the first half of the 2015 BTCC season. We won't bore you with all the details, nor will we start the finger-pointing game, but let's just say that motorsport is an expensive passtime, and the BTCC is no exception. And we're a proud bunch here at Motorbase, so rather than try to mount a half-hearted challenge on an impossible budget, we've decided to sit out the first half of the season and plan to come back with a vengeance in the second half

of the year when the budget allows us to make a serious bid for race wins.

This decision was a difficult one to take, made even more of a dilemma by the fact the Mountune-built EcoBoost engine for this season is showing some real promise! That said, it does mean we've got even more time to perfect the set-up and hit the ground running when we do return to the track later in the year.

In the meantime we've been busy doing a lot of testing and, alongside Mountune, have been doing a lot of work on the 2015 EcoBoost engine – and the first impressions are very good! Compared to last year's Duratec-based engine the new EcoBoost car showed promise in all the areas we had hoped for – most importantly getting drivability from the new motor. It's all very well having a powerful engine, but it's actually more about being able to use that power, and the way the power and

torque is delivered.

The old Duratec-based engine we ran last year was good, but the BTCC regulations meant we could never achieve the power in the right area. As a result our top speeds were good, but our acceleration wasn't as good as our rivals'.

That's why we spoke to Mountune about developing a new EcoBoost engine for 2015 – and the new powerplant gives a smooth power delivery all the way through the rev range. All of Mountune's years of expertise has clearly shone through in the development of this engine – it's awesome!

But it's not just companies like Mountune that team depends upon. We've had fantastic support from all of our technical partners, including Pro Alloy who have worked closely with the team and Mountune to

design and develop a complete cooling package as well as all the alloy tanks on the car. We've also had support from Samco and Hydraflow for all the necessary pipework and quick release fixings used throughout the car, Milltek for the complete exhaust

system, and DNA Filters for a complete airbox assembly.

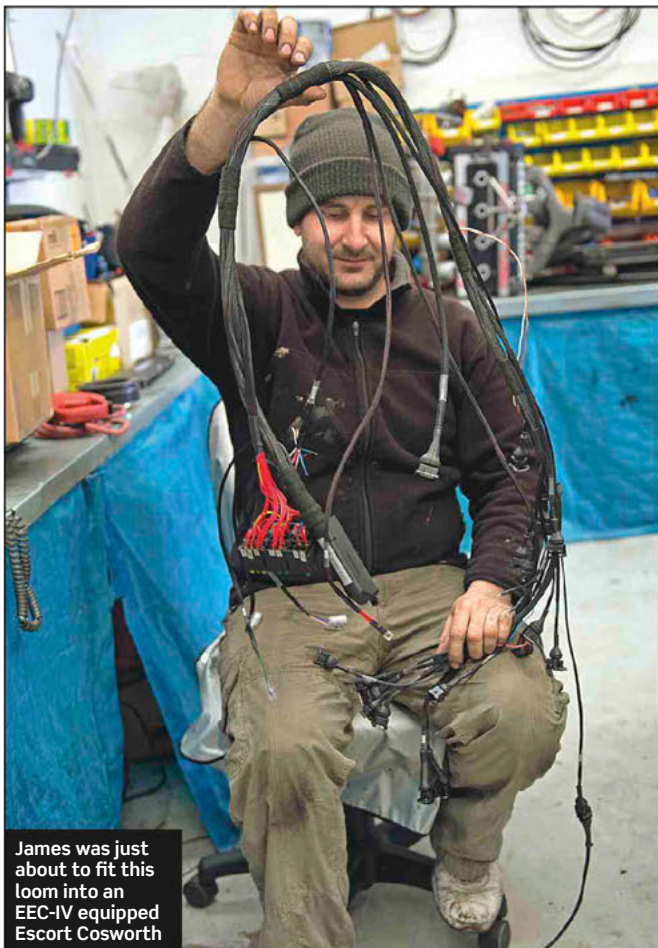
We're very privileged to be able to tap in to experts in each field and bring them all together.

Now we just hope we will

have the opportunity to put all that hard work to good use and get back out on the BTCC grid very soon. And with the recent announcement that Mat Jackson and James Cole will form a formidable driver line-up when we do, there's every chance we can still win some silverware this year!

"WE CAN STILL WIN RACES THIS YEAR" MOTORBASE





James was just about to fit this loom into an EEC-IV equipped Escort Cosworth

ADE/SAPH COSSIE

WIRED!

SPEC MSD live map ■ Closed loop L8 & grey injectors ■ T38 Turbo
■ Gizmo electronic boost controller ■ Gaz Gold coilovers
■ Welded diff ■ Airtec Coolers

Ade pops in to see Motorsport Developments and get a new loom ordered ready for the Saph's engine rebuild...



Time is ticking, and the urge to get the Cossie back on the road is stronger than ever! Especially as it's now summer, and pretty much

every weekend sees something happening in the world of car culture. Currently a missing sump (sent away to be big winged and baffled) is the only thing delaying the engine from being built back up. In the meantime I've still been gathering the last few essential bits. To complement the higher revving COST/256/350H inlet cam, a full set of double valve springs have been ordered from Newman Cams.

The engine's current springs could potentially be as old as the car, and 27 year-old springs are quite likely to be at least a bit sloppy, so the new uprated set will help fight valve bounce at high RPM.

Whilst vaguely passing Blackpool on my way to a *Fast Ford* shoot in the Midlands I decided to pop by and check out what James at Motorsport Developments was up to. The Cossie has been mapped by MSD to good effect previously, but one area that is typically always an issue is trying to get Cossies to fuel correctly at high revs. The injectors are driven through the ECU, which itself only has a very limited power supply, and one which undoubtedly has degraded over time too. James redesigns his looms with extra relays which give



Ade's loom will look very similar to this beauty

the essential areas a much needed freer-flowing current. He reports that he has seen countless cars not reach their expected power potential simply because of a voltage drop. Sometimes the drop is so drastic that is could easily result in engine-destroying detonation! Also he has seen other looms that have skimped on areas such as shielding to certain sensors, and using earths direct to the battery instead of the OE locations. Both of which can vastly increase signal noise, and create serious starting issues amongst other headaches.

It's clear that we're looking at a quality product when James enthusiastically recites the countless benefits of his creations – he even says the loom could be happily submerged in water to no ill effect, as there are no joined wires anywhere in the construction! At first the price of £500 plus optional extras may sound expensive, but this is much more than a heap of wires. And the time and materials involved is extensive – 30

hours of labour goes into each loom, with James and partner Nici working until the silly hours in their front room at home every night! Every loom is a bespoke creation, with optional extras including wasted spark, anti-lag, fan control or even a full custom re-routing for a super tidy bay! It may not be as obvious to increased performance as a bolting on a big turbo for example, but a good electrical system is a crucial way to make the most of your mechanical mods, and to keep them safe!

"IT'S NOT CHEAP, BUT IT'S WORTH IT"
ADE

THANKS

Newman Cams

www.newman-cams.com
01689 857109

Motorsport Developments

www.motorsport-developments.co.uk
01253 508400

MJ Racing

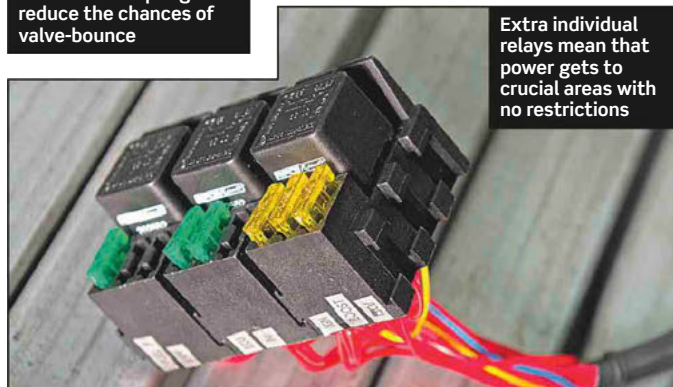
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Double valve springs reduce the chances of valve-bounce



Every bespoke loom is numbered so spec can be logged in a database for any future needs



Extra individual relays mean that power gets to crucial areas with no restrictions

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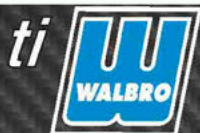
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Words: Jamie Arkle Photos: Various

HISTORY OF FORD IN THE WRC

Following on from last month, the second part of our WRC history features looks at the mighty Focuses and Fiestas...

PART TWO

The Escort had been the mainstay of Ford's rally programme since the '60s so of course finding a fitting replacement was going to be challenging, and it'd be fair to say that the Focus had very big shoes to fill when it was announced at the end of 1998. Fortunately Ford were still committed to the

WRC and elected to go about netting championship success by throwing money at the problem, first in terms of developing the Focus but also in an attempt to nab one of the sport's greatest stars, Colin McRae. The Scotsman had won the 1995 driver's championship in fine style and had been instrumental in Subaru's continued success ever since;

he was technically minded, gave great development feedback, and was almost indecently fast. He also didn't come cheap, and Ford eventually signed him up with a £3 million-a-year contract, a record sum at the time.

The Focus itself looked to have all the makings of a WRC winner, with a compact shell and a well thought out chassis with plenty

of scope for further development. The active differentials were staggeringly complex and clever, with the front and centre units featuring computer controlled hydraulic locking mechanisms for rapid progress on fast loose surface stages. The engine sat a full 20mm further backwards than it did in the road going cars, and was even canted



Ford paid a record sum to secure the driving talents of the legendary Colin McRae



(for snow and gravel), and all three took to the car quickly, so much so that it was on the pace from the word go, McRae setting several fastest stage times on the Monte Carlo (though the team were later excluded for an illegal water pump). The drivers were understandably furious, though they and Ford didn't have to wait too long for the car's first taste of success, McRae managing to guide the Focus to a convincing victory on the Safari Rally a few months later. This was a significant result as it proved that despite being on the heavy side the Focus was nothing if not tough, and it was underlined by McRae's follow up victory on the Portuguese round just a few weeks later.

Sadly the early success was short lived and by mid-season the Focus was being regularly sidelined by gremlins, meaning McRae was unable to mount a title challenge. 1999 had revealed that, though undoubtedly a promising car, the Focus wasn't without its faults, with weight being one of the biggest issues. M-Sport worked tirelessly over the winter and the car that rolled out for the Monte looked markedly different, not least because it sported a new Martini livery and heavily revised aerodynamics. There was also a revised transfer box and new turbo, all designed to make the car a more reliable prospect and help it catch the likes of Peugeot on ultra-fast tarmac events. The driving lineup had been strengthened yet further, with McRae being joined by long time sparring partner Carlos Sainz, and it was the Spaniard that actually started the 2000 season off best, holding on to take 2nd place on the Monte Carlo. McRae and Sainz spent most of the



M-Sport, headed by Malcolm Wilson, was in charge of the Focus projects



McRae won the gruelling Safari Rally



over by 25 degrees for better weight distribution and to make connection to the Xtrac six-speed easier. It also looked somewhat like a regular, road-going Focus, something that no doubt pleased Ford's all powerful marketing division! The only fly in Ford's ointment was weight – the Focus WRC tipped the scales at 1260kg, quite a bit heavier than its rivals. Peugeot also stole something of a march on the rest of the competitors at the same time by homologating its 206 hatchback, a car that fell short of the FIA's minimum length yet was permitted after it was fitted with bulging front and rear bumpers.

Still, the Focus certainly had promise and, unlike the Escort, M-Sport had had time to properly develop it before its works debut in 1999, with extensive testing taking place during the winter months. McRae was joined by Simon Jean Joseph (for sealed surfaces) and Thomas Radstrom



Carlos Sainz joined the driver line-up in 2000



“McRae hit scintillating form and claimed three victories on the trot”

season locked in a titanic battle with each other and the Peugeot of Marcus Gronholm, with the former eventually netting victories on the tarmac of Catalonia and the ultra-rough Acropolis, results which only served to underline how adaptable the Focus WRC was. Sainz only visited the top step of the podium once, in Cyprus, but he was the more consistent of the pair and racked up plenty of points scoring positions, all of which meant it was the Spaniard that finished higher in the standings, his 3 point advantage over McRae enough to net him 3rd behind Gronholm and Richard Burns.

By 2001 the Focus was as good as any other machine in the WRC, and it allowed McRae to mount a serious title challenge for the first time in years. That said, it didn't look like the Scot stood much chance of taking the fight to Subaru and Richard Burns after the first few rounds of the season, with three retirements from four rounds leaving him trailing by a long way. McRae was always at his fastest when fighting back though, and he hit a rich vein of scintillating form in the middle of the season and claimed three victories on the trot in Argentina, Cyprus and Greece, followed up by podiums in Finland and New Zealand. It ensured that the Scot went into the final round, fittingly Rally GB, in the title hunt and up

against fellow Brit, Richard Burns. The media went into meltdown and it didn't take long for the McRae Vs Burns showdown to be dubbed 'The Battle of Britain,' despite the fact that Tommi Makinen and Carlos Sainz were both still in with a chance. It's also worth noting that this level of interest in the WRC from the UK media hadn't been seen for decades, certainly not since the height of Roger Clark's prowess in the mid '70s, and it served to massively ramp up the general public's interest in the sport as a whole.

The rally itself had been neutered somewhat and was now restricted to a series of blasts through the South Wales forests, though there were still classic stages like Resolven and Halfway to be successfully negotiated. Both Sainz and Makinen were effectively eliminated early on, the former with a puncture and the latter thanks to a suspension failure, leaving the way clear for the much anticipated battle between McRae and Burns. Sadly things didn't exactly pan out like that, with the Scotsman somersaulting his Focus out of the rally in spectacular fashion on the first run through Rhondda and leaving the title for Burns to collect. M-Sport had netted second place in the manufacturers' championship, but the sense of disappointment from all involved was palpable.



2000 and 2002 Champion, Marcus Gronholm, was signed to drive the new 2006 Focus



FORD IN WRC

2002 marked the last year that Colin and Carlos would drive for Ford, with M-Sport having taken care to nurture a number of young, talented drivers in the preceding seasons. The year turned out to be something of a disappointment for both drivers, and it also marked the first inkling that rallying might well be seeing a 'changing of the guard,' with older drivers slowly giving way to young guns like Peter Solberg, Sebastian Loeb and Marko Martin. McRae and Sainz ended up separated in the overall standings by a single point, the Spaniard just pipping the Scotsman to the bottom step of the podium despite scoring less wins. Sadly 2002 was to provide McRae with his final WRC victory, though of course we didn't know it at the time. It was entirely fitting that one of the finest drivers to ever grace a special stage should take his final win on the incomparable Safari rally.

By 2003 the passing of the torch had been completed and the series now belonged to the drivers who've subsequently gone on to dominate, with the likes of Loeb, Martin, Solberg, Hirvonen and Latvala all making appearances. Ford fielded a young lineup spearheaded by Marko Martin, the young Estonian having proved his worth on the 2002 running of Rally GB and an event he eventually finished second on. 2003 also marked the final evolution of the Mk1 Focus WRC and perhaps its finest iteration. Certainly Martin regarded the new car (introduced partway through the season in New Zealand) as the best of his career, and it bristled with new aerodynamic aids, scoops and vents. The RS03 looked like a modern day take on the Group B beasts and was the brainchild of Ford's latest technical director, Christian Loriaux. M-Sport had also put the Focus on a crash diet, and the 2003 car sat right on the FIA's mandated minimum weight thanks to a revised rear suspension setup, a new wiring loom and data logging system, and a new Cosworth Duratec-R engine.

Martin wasted no time in making the new car his own, eventually using it to take his maiden WRC win on the Acropolis rally, a result he backed up with a stunning victory on the notoriously fast and unforgiving Finnish round. It's worth noting that Martin managed to jump the Focus in truly jaw-dropping fashion on that year's rally, and it's well worth searching out his Ouninpohja efforts on Youtube – he flew through



Mikko Hirvonen replaced Gronholm for the 2008 season



the air for a staggering 57m! These were hard fought victories though and there was no disguising the fact that the season belonged to Peter Solberg and Subaru.

2004 and 2005 provided more of the same, with the first generation of the Focus WRC slowly beginning to look outdated in comparison to the new Xsara, 307 and Fabia WRCs. 2004 was Martin's best season though, and he claimed 3 outright wins and 3rd in the championship standings before moving to Peugeot in 2005. The loss of their star driver left M-Sport in something of a quandary, and though the team fought on throughout 2005 there were to be no more wins for the Mk1 Focus, the first time it'd ever failed to get a driver to the top step of the podium at least once in a season.

2006 – SWITCHING FOCUS

It was clear that a new car was needed, not least because the original Focus road car had been replaced by the Mk2, and M-Sport was retained to develop and run it. The second generation Focus was larger and heavier, though there was more scope for aerodynamic development, plus Ford's considerable budget had attracted a new star signing in Marcus Gronholm, the 2000 and 2002 champion.

M-Sport were now also one of the most experienced rally outfits in the business, so it perhaps shouldn't be that surprising that the new Focus was able to pick up near enough where the old one left off. WRC rules prevented Ford from running the Volvo-sourced five-pot in the car so a heavily re-worked 2.0 Duratec was chosen instead, this time developed by Pipo Moteur. The new rules were also designed to cap costs as much as possible in an effort to make the sport appear more appealing to manufacturers, so many of the more high end materials like Kevlar and titanium were strictly governed, something of a problem when it came to cutting the new challenger's base weight to anything approaching a competitive figure. That the team eventually managed to cut it down to a svelte 1230kgs is nothing short of astonishing, especially when you remember the entire car was developed from a clean slate over just 11 months. Those same cost cutting measures also had a massive effect on the new car's chassis and drivetrain, and with active differentials outlawed from 2006 even more emphasis was placed on perfect suspension setups and, of course, raw driver



The Fiesta replaced the Focus as Ford's WRC challenger in 2011





“Claimed a string of podiums and victories throughout the year”

talent. Engines were also limited and paired to certain groups of events, so having a driver who could be relied upon to actually bring a car to the finish of a rally in one piece became more important than ever.

Gronholm wasted no time in making the most of the new Focus, darting into the lead of the 2006 Monte Carlo rally (an event that Loeb had pretty much made his own). A tough battle followed on the snowy, treacherous tarmac stages around the principality, with Gronholm eventually emerging ahead of the Frenchman in the aging Xsara.

The event effectively set the tone for the remainder of the season, with the pair battling it out across a massive variety of stages, surfaces and climates. The new Ford was generally faster than the semi-works (and

relatively ancient) Xsara WRC, but Loeb's sheer brilliance and confidence in a car he'd been rallying for years helped the Frenchman rack up an enviable tally of results, and he went on something of a blitz after Sweden and won the next five rounds on the trot. Gronholm did the best he could and consistently banked solid podiums and high scoring points finishes, something which left him perfectly placed when Loeb broke his leg in a skiing accident late in the season. Citroen drafted Colin McRae into its squad for a Rally Turkey to bolster its chances, and it swiftly became clear that the Scot had lost none of his fight or latent speed, though his relative unfamiliarity with the car meant that Ford and Gronholm were able to make hay. The Finn managed to claim superb victories in Greece,

Finland, Turkey, New Zealand and Rally GB before the curtain fell on the 2006 season. Once the dust had settled it became clear that, try as he might, Gronholm hadn't done enough to wrestle the drivers' title from Loeb, though his battling efforts had allowed Ford to win their first manufacturers' title since 1979. He'd missed out on the crown by a single point!

2006 was bittersweet then, and that same run of mixed form continued into the following year. The Focus would again be piloted by Gronholm and Hirvonen, though this time they'd face off against Loeb in the newly homologated C4 WRC. The Frenchman started the year with his customary dominance of the Monte Carlo but Gronholm fought back and claimed a string of podiums and victories throughout the year. He was actually leading

the series until very near the end of the year, when a pair of retirements in Japan and Ireland effectively gifted the drivers' crown to his bitter rival. Ford had won their silverware yet again but it was hard to not feel slightly disappointed with how events had unfolded, particularly as 2007 was to be Marcus's final season.

Gronholm's vacant seat was filled by Mikko Hirvonen with fellow countryman Jari-Matti Latvala nabbing the support role. It proved to be something of a transitional year for the M-Sport team as both drivers took a while to find their feet, though Latvala did manage to stun the rallying world by winning the Swedish rally at the tender age of 22 – a record that'd stood since the late, great Henri Toivonen had won won the RAC in 1980. Hirvonen took a brace of



Modern WRC regs state engine size has to be 1600cc



That's one tough looking Fiesta!

wins as well, though it wasn't enough to stop Loeb winning the title once again.

2009 was much the same and the pair of flying Finns had to wait a long time before opening their respective accounts, Latvala leading a Ford one-two in Italy. This opened the floodgates and Hirvonen found the form of his career, smashing out four impressive wins on the trot and heading into the final round of the season, Rally GB, with a slim, one point lead over Loeb. Wales's muddy, fast and flowing stages should've suited the Finn, but it was actually Loeb who seized the initiative and snatched a lead that he'd hold for the entire event. Citroen and Sebastian were triumphant yet again. This was a theme that sadly continued for the following year, the last for the Ford Focus as a factory WRC car. A change was needed and, not for the first time, Ford wanted to start with a clean slate.

2011 - FIESTA WRC

Ford had trialed the idea of a rally Fiesta before, even going so far as to get Ari Vatanen to pilot a Mk1 on the 1979 Monte Carlo, but 2011 marked the first time the factory opted to base their main WRC challenger on the smaller car. The FIA had changed the rules governing both car and engine size, the latter now

dropping down to 1600cc with the help of a turbocharger. This rule change was designed to bring the WRC in line with the then current S2000 regulations and to enable manufacturers to compete with their smaller, more popular models. Cost-cutting measures were still very much in force, hence the lack of hydraulic driver aids, active dampers and central differentials.

Ford's Fiesta would face off against Citroen's DS3 WRC and a Prodrive-entered Mini Clubman, and though the car was able to win three times in its debut season, it never looked especially likely to threaten the French dream team. 2012 proved equally tricky with the lucrative middle eastern sponsorship deal ending, Hirvonen departing for Citroen and continued rumors about the factory withdrawing from the sport. Ford were eventually persuaded to stay on though it was hard to shake the feeling that their involvement couldn't be counted on for the long term. 2003 champ Petter Solberg was drafted in alongside Latvala, while rising stars Mads Østberg, Evgeny Novikov and Ott Tänak were all also competing in Fiesta WRCs. While the team once again had to concede defeat to Citroen and Loeb (his ninth drivers' crown on the trot!) there was cause for cautious optimism, with Latvala performing well as team leader and Østberg taking his debut WRC win on the Portuguese round.

Sadly it wasn't enough to convince the powers that be to continue in the series, and at the end of 2012 Ford officially withdrew from the World Rally Championship, a move that's left M-Sport to fight on with the Fiesta ever since. They've punched well above their weight and continued to nurture young talent ever since, but Ford's withdrawal coincided with the emergence of VW as the true powerhouse of the WRC field and there have yet to be any outright victories.

So there we have it, the complete history of Ford's involvement in the WRC post-Mk2 Escort. Of course the sport is currently in a strange place having been utterly decimated by the recession and economic downturn, though there are signs that things are looking up; Toyota have committed to joining in 2017, VW and Citroen are still fighting hard, rumors abound that Opel may consider a return, and M-Sport are still punching well above their weight with the Fiesta WRC. Here's to hoping it's enough to convince the factory to make a return to the sport... 📺

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Photos: Ben Brandon & Alex Baker



MIDLANDS STOC @ NOBLE MOTORSPORT

The Midlands STOC take to the rollers to show off what they've got...

The Midlands STOC may have started out as nothing more than a Facebook fan page, but it has quickly grown into a well-respected club putting on some very well-attended meets and events. And this dyno day at Noble Motorsport was no different, with over 20 cars attending, all willing to be strapped to the rollers to show off what they can do.

Event organiser, Matt Comelio, explains: "The day started off freezing cold as most of us met up nice and early at the M1 motorway services before forming a convoy to the venue. But

later on the sun soon came out, the jackets came off, and the fun began."

As is almost traditional on days like these the banter was rife, with constant friendly jibes about how little power each other's cars would make. Being held at Noble Motorsport also meant there was a selection of goodies on display to gaze at – not least of which an engine that Ford fans would recognise as a Mondeo V6, but complete with two turbochargers hanging off the sides as found in the Noble sportscars!

Food duties were taken

care of by the local fried chicken shop and sandwich seller, and the atmosphere was nice and relaxed throughout the day. With top tuning advice on hand from the guys at Noble Motorsport everyone went home happy, either safe in the knowledge their car was doing exactly as it should, or with a sound understanding of what they need to do to make improvements.

With all the cars having completed their dyno runs, some even took advantage of the weather and headed out into the Peak District for a good old fashion B-road blast in the afternoon too!

WANT TO GIVE IT A GO?

Here's how you can get featured in a Fast Ford dyno shootout. If you're a club organiser, round up 9, 12, or 15 of your best cars, find a few free Saturdays or Sundays and have a word with your local dyno bloke. Then give us a shout at the office. If you're not in a club and you've got 9 mates with decent cars with modified engines (not standard!!), organise them into action and get in touch with the details. If you haven't got 9 mates, it's not us you should be talking to! Once you've sorted out exactly who's coming, send the details over to us at: fastford.ed@kelsey.co.uk and we will take a look. Please note: we can only feature 9, 12, or 15 cars, no more, no less.



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MATT COMELIO FOCUS RS MK2



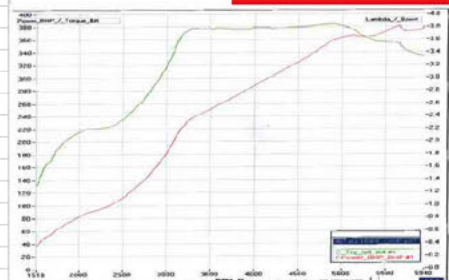
ENGINE MODS

Pumaspeed stage 2 (365) map, Mountune airbox with K&N air filter, Roadsport intercooler, Auto Specialists inlet plenum,

OUTPUT

365bhp
CLAIMED

380bhp
ACTUAL



COMMENTS

OPERATOR
"Running lean, needs larger injectors, but running very well"

OWNER
"Very happy, time for injectors and 400bhp"



LUKE HANCOX FIESTA ST180



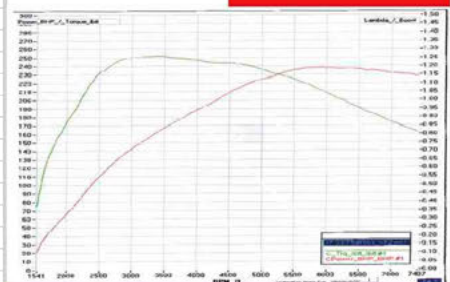
ENGINE MODS

Pumaspeed 'Max'd Stage 2R' map, Milltek sportscat and Mongoose catback, Roadsport stage 3 intercooler, ITG induction kit

OUTPUT

240bhp
CLAIMED

238bhp
ACTUAL



COMMENTS

OPERATOR

"Running well, but expect a little more"

OWNER

"Not too bad, same as last time. Need to load map on again"



HAYDN GLOVER FIESTA ST180



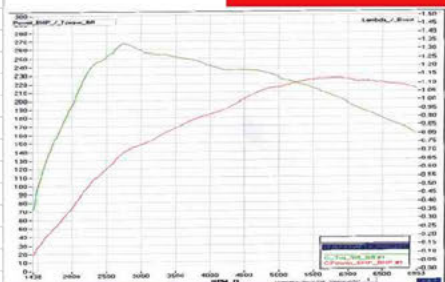
ENGINE MODS

Collins Performance 'Stage 2' map, Airtec intercooler, Mongoose catback, ITG induction kit

OUTPUT

220bhp
CLAIMED

226bhp
ACTUAL



COMMENTS

OPERATOR

"Good power and torque curve"

OWNER

"Very happy, time for 'Stage 3' next"



BEN MANTLE FIESTA ST180



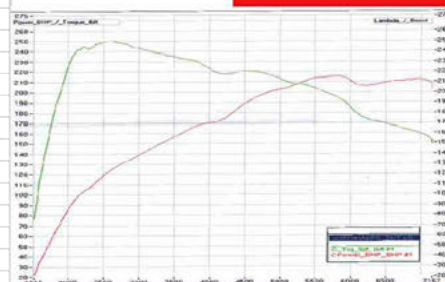
ENGINE MODS

Pumaspeed 'Stage 1+' kit, Maxogen ITG induction kit with Pumaspeed induction pipe, 3-inch Mongoose catback system

OUTPUT

220bhp
CLAIMED

215bhp
ACTUAL



COMMENTS

OPERATOR

"Good map and power curves"

OWNER

"Happy with the torque and power"



LEWIS ROOMS FIESTA ST180



ENGINE MODS

Pumaspeed 'Stage 3+' kit, hybrid turbo, Milltek decat, Roadsport intercooler, ITG induction kit with Pumaspeed induction hose

OUTPUT

270bhp
CLAIMED

238bhp
ACTUAL



COMMENTS

OPERATOR
"Problem with fuelling in the map"

OWNER
"Gutted!"



RYAN MORRIS FIESTA ST180



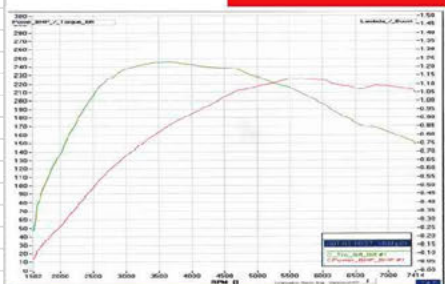
ENGINE MODS

Pumaspeed 'Max'd Stage 2R' map, Milltek decat and Mongoose catback, Roadsport intercooler, Mountune hoses, ITG induction kit

OUTPUT

240bhp
CLAIMED

226bhp
ACTUAL



COMMENTS

OPERATOR
"Possible sensor fault causing power loss"

OWNER
"Hmmm..."



LEVI SMITH FIESTA ST150



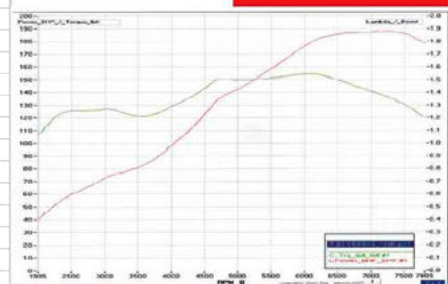
ENGINE MODS

Jamsport custom map, Mountune CAIS, Milltek exhaust, Cosworth '200 spec' cams, Mountune inlet manifold, 60mm throttle body

OUTPUT

195bhp
CLAIMED

188bhp
ACTUAL



COMMENTS

OPERATOR
"Strong car, a little down on power though"

OWNER
"Less than expected, burning oil"



JOE COOPER FIESTA ST180



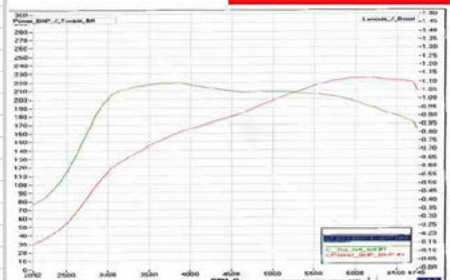
ENGINE MODS

Mountune MP215 kit, Mountune induction and boost hoses with hard pipe, Milltek catback

OUTPUT

215bhp
CLAIMED

225bhp
ACTUAL



COMMENTS

OPERATOR

"Very impressive, strong 'Stage 1' map"

OWNER

"Very pleased, better than expected"



TOM FARMER FOCUS ST MK2



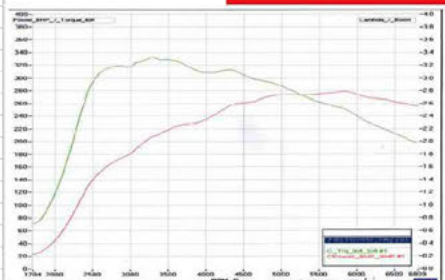
ENGINE MODS

Dreamscience 'Mod XRS' map, Stage 3 intercooler, turbo-back exhaust, CAIS

OUTPUT

280bhp
CLAIMED

279bhp
ACTUAL



COMMENTS

OPERATOR

"Good power and torque curve, needs better clutch now"

OWNER

"Exactly as expected, pulls well"



KIERAN WALMSLEY FIESTA ST150



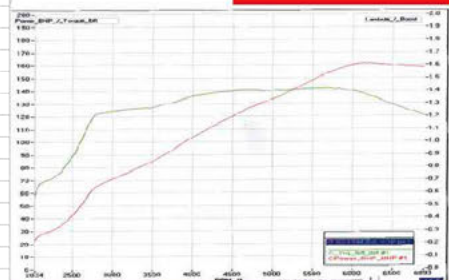
ENGINE MODS

ECU remap, Piper catback exhaust with Milltek flexi, Mountune CAIS

OUTPUT

170bhp
CLAIMED

161bhp
ACTUAL



COMMENTS

OPERATOR

"Running rich, needs a custom map"

OWNER

"Running very rich, but very happy"



AZEEM MAJAHID

FIESTA ST150



ENGINE MODS

Custom Jamsport map, K&N induction kit, Piper exhaust with sports cat, 60mm throttle body

OUTPUT

170bhp
CLAIMED

173bhp
ACTUAL



COMMENTS

OPERATOR

"Car running perfect"

OWNER

"Happy with it"



BEN BRANDON

FIESTA ST180



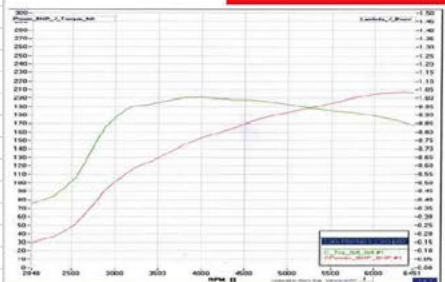
ENGINE MODS

Standard car

OUTPUT

197bhp
CLAIMED

206bhp
ACTUAL



COMMENTS

OPERATOR

"Very good power for standard"

OWNER

"Really happy for standard, Stage 2 next"



MATT COATES

FIESTA ST180



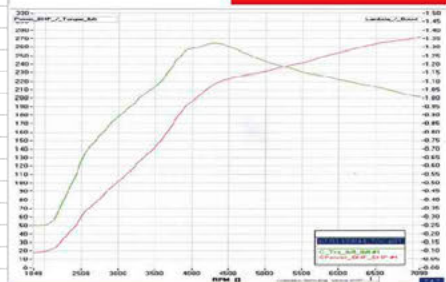
ENGINE MODS

Pumaspeed 'Stage 4' development map, Garrett GTX turbo, tubular manifold, Spec-R intercooler, ITG induction kit, Cobra exhaust

OUTPUT

300bhp
CLAIMED

274bhp
ACTUAL



COMMENTS

OPERATOR

"Charge temps very high, needs better cooling"

OWNER

"New map soon, as expected with heat"



LEE HOMSON FIESTA ST180



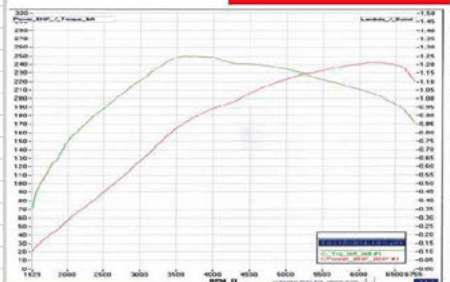
ENGINE MODS

Pumaspeed 'Stage 3+' map, X27 turbo, Pumaspeed quick-spool manifold, Roadsport intercooler, Milltek exhaust, ITG induction kit

OUTPUT

295bhp
CLAIMED

242bhp
ACTUAL



COMMENTS

OPERATOR

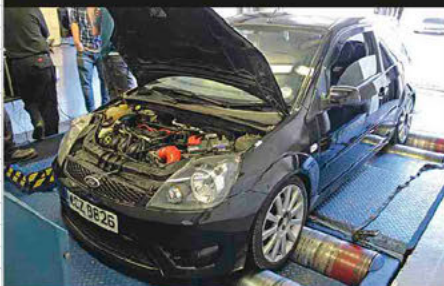
"Low on power, not sure on issue"

OWNER

"Not what I expected, gutted"



TOM BROOKES FIESTA ST150



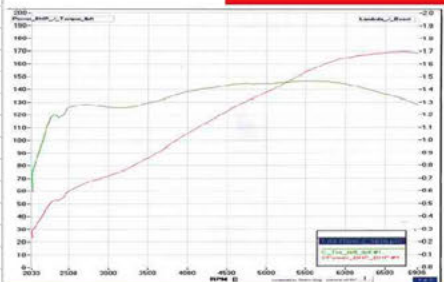
ENGINE MODS

Milltek exhaust, K&N air filter, 60mm throttle body

OUTPUT

155bhp
CLAIMED

170bhp
ACTUAL



COMMENTS

OPERATOR

"Very rich, but very good"

OWNER

"Over the moon!"



ROLLING ROAD ADVICE

A dyno tune will highlight any problems across the rev range, like underfuelling, overfuelling or a sticking wastegate – all problems which can result in expensive repair bills – and indicate any parts that are stretched to their limit. Even if your fast Ford is standard, a session will do it the world of good and help optimise its performance.

PREPARE:

- Book in advance.
- Decide what you want: either a power run costing under £50 (approx), or a full set-up which can cost a couple of hundred.
- Grab some ear defenders.

CHECK:

- Exhaust clearance and be prepared to unbolt the ground-hugging splitter. Even standard EsCos splitters can be a problem. Also there must be access to towing eyes.
- Fluid levels and watch out for leaks.
- Tyre pressures – wrong pressures can affect the dyno reading.
- Fuel level, as the car is going to be run flat out a fair few times.
- For any suspension damage or a twisted shell – your car will try and climb out of the rollers which will abort the session.

TELL THE OPERATOR:

- About any problems you're having with your engine – if it's running too hot, too lean, misfiring or rattling, the stress of a full-on dyno session could lead to terminal damage.
- What mods you've made and what parts have been fitted, so you get a proper diagnosis and the right advice.
- If your car's underperformed – they'll have seen loads of cars with similar problems so are the best people to get it sorted.

RESULTS

Recorded at the wheels

- 1 **MATT COMELLO**
FOCUS RS MK2
380bhp
- 2 **TOM FARMER**
FOCUS ST MK2
279bhp
- 3 **MATT COATES**
FIESTA ST MK7
274bhp
- 4 **LEE HOMSON**
FIESTA ST MK7
242bhp
- =5 **LUKE HANCOX**
FIESTA ST MK7
238bhp
- =5 **LEWIS ROOMS**
FIESTA ST MK7
238bhp
- =7 **HAYDN GLOVER**
FIESTA ST MK7
226bhp
- =7 **RYAN MORRIS**
FIESTA ST MK7
226bhp
- 9 **JOE COOPER**
FIESTA ST MK7
225bhp
- 10 **BEN MANTLE**
FIESTA ST MK7
215bhp
- 11 **BEN BRANDON**
FIESTA ST MK7
206bhp
- 12 **LEVI SMITH**
FIESTA ST MK6
188bhp
- 13 **AZEEM MAJAHIS**
FIESTA ST MK6
173bhp
- 14 **TOM BROOKES**
FIESTA ST MK6
170bhp
- 15 **KIERAN WALMSLEY**
FIESTA ST MK6
161bhp





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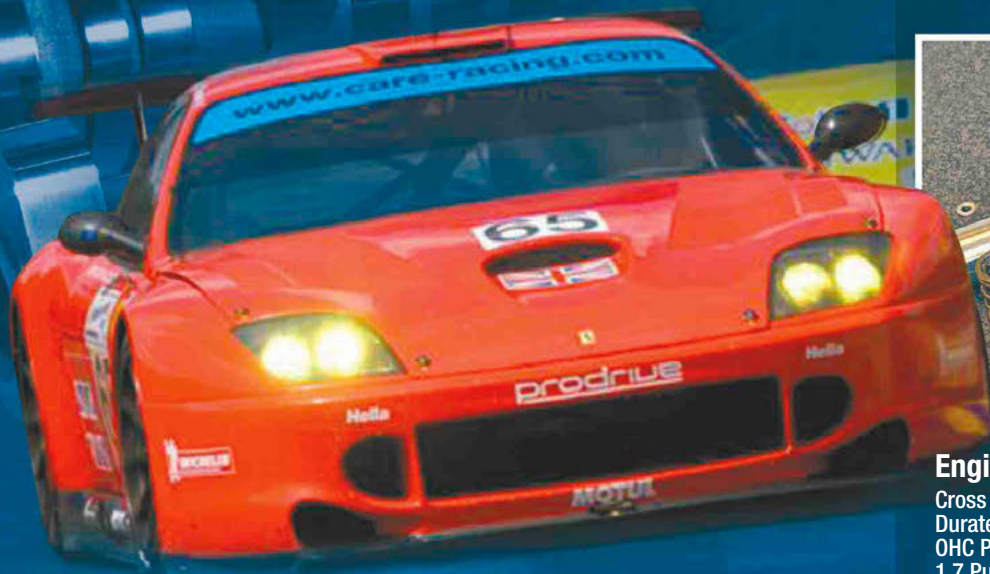
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Words: Dan Williamson

3 OF A KIND

BEST HOT HATCHES

Ford is well known for producing fast, practical, and fun-to-drive, hot hatchbacks, but which one is the best...?

How would you define a hot hatchback? In Ford terms, a hot hatch is fast, funky, front-wheel drive, user-friendly and fed by forced induction. And it's also a damn fine way to get your Blue Oval thrills – a hot hatch is in its element whether on the daily commute through city traffic or taking the long way home along the twisty back roads. A hot hatch is just as good at posing and showing off as it is at tackling track days or simply fetching the weekly shopping.

And, in true fast Ford fashion, a great hot hatch can be tuned to

many times its standard factory output, tearing up tyres and terrifying supercars.

Ask any Ford fan to name the ultimate hot hatch, and the chances are you'll hear a multitude of answers – because there are simply so many. Ford has been building fine hot hatchbacks since the Fiesta Supersport and Escort XR3i of 1980, continuing until the Fiesta and Focus STs of today. And with an all-wheel-drive Focus RS MK3 soon to hit our streets, fast Fords remain the true kings of the hot hatch crowd.

THE CARS

Is Ford's greatest hot hatch new, is it used, or is it old-school? Although there are dozens of contenders, we've selected three mainstream machines that are arguably the best hot hatches Ford produced. We're talking fast, frantic, front-wheel-drive machines that are as easy to buy and drive as they are to tune.

1 ESCORT RS TURBO SERIES TWO

Our old-school choice is the Escort RS Turbo Series Two, a torque-steering 132bhp chunk of '80s' heaven. Although more civilised than its Series One predecessor, its improved road manners and colour choice made it more viable for hot hatch buyers.

2 FIESTA ST180

Our new option is the Fiesta ST180, a 180bhp pocket rocket that's widely reckoned to be the best car in its class, one of the best hot hatches of all time, and maybe the finest ever front-wheel-drive Ford.

3 MK2 FOCUS RS

But can it contend with the Mk2 Focus RS? Boasting 300bhp, WRC styling, bags of drivability and huge power potential, it really is the ultimate hot hatch.

TECH SPEC + HISTORY



ESCORT
RS TURBO
SERIES
TWO



FIESTA
ST180



FOCUS
RS MK2



+ TECH SPEC

MADE BETWEEN

1986 to 1990

POWER

132bhp @ 5,750rpm

TORQUE

133lb.ft @ 2,750rpm

0-60MPH 8.2 seconds

TOP SPEED 128MPH

ENGINE

1596cc four-cylinder, eight-valve CVH, Bosch fuel injection, Garrett T3 turbocharger, intercooler

TRANSMISSION

Front-wheel drive, B5 five-speed manual gearbox, viscous-coupling LSD

BRAKES

260mm discs (front), 229mm drums (rear), ABS

SUSPENSION

Gas dampers, revised coil springs, 24mm/16mm anti-roll bars (front/rear)

WHEELS AND TYRES

6x15in alloys, 195/50VR15 tyres

INTERIOR

XR3i or Recaro front seats, soft-feel steering wheel

EXTERIOR

Escort three-door, colour-coded bumpers, bonnet vents, wheelarch extensions, side skirts, tailgate spoiler and door mirrors, front driving lamps, tinted glass

+ HISTORY

Forced induction wasn't entirely new to Ford, but the Series Two Escort RS Turbo was the first time a mainstream British Blue Oval was turbocharged. Yes, it was a direct descendant of the Series One RST, but this time the aim was for sales rather than motorsport homologation, resulting in improved road manners. There was even a choice of body colours to broaden the appeal.

The RS Turbo Series Two appeared in July 1986, based on the three-door Mk4 Escort. Its engine was a modified version of the Series One's 1596cc CVH, with updated Bosch management, water-cooled Garrett T3 turbo, one-piece inlet manifold and updated intercooler. The B5 gearbox gained a higher final drive ratio and smoother limited-slip differential to aid refinement, and the trick tie-bar front suspension was binned in favour of XR3i gear plus Orion rear anti-roll

bar, bigger brakes and ABS.

The RS Turbo's appearance was also toned down, with only bonnet vents, skirts, subtle wheelarch extensions and colour-coded rear spoiler over XR3i kit. Even the 15in alloys were similar.

A September 1989 facelift brought sexier spoilers and revised trim to the Recaro interior, but the sum remained the same – fast, affordable Ford fun.



The RS Turbo was the hot hatch everyone wanted in the '80s!



+ TECH SPEC

MADE BETWEEN

2013-on

POWER

180bhp @ 5700rpm

TORQUE

177lb.ft @ 5000rpm

0-62MPH 6.9 seconds

TOP SPEED 137MPH

ENGINE

1596cc four-cylinder, 16-valve EcoBoost Ti-VCT, Borg-Warner KP39 turbocharger, Bosch management, 55mm exhaust

TRANSMISSION

Front-wheel drive, Getrag Ford Durashift B6 six-speed manual gearbox

BRAKES

278mm discs (front), 253 discs (rear), ABS, EBD,

EBA

SUSPENSION

Upated dampers, 15mm lowered coil springs, revised steering knuckles, 19mm front anti-roll bar, revised torsion beam, ESC, eTVC, recalibrated PAS

WHEELS AND TYRES

7.5x17in alloys, 205/40x17 tyres

INTERIOR

Recaro front seats, leather-trimmed steering wheel, alloy pedals

EXTERIOR

Fiesta three-door, ST bumpers, side skirts and rear spoiler, mesh grille

+ HISTORY

It's not known as the best-ever Fiesta without good reason. The ST180 has already achieved a firm following for being a great hot hatch, despite being released only a couple of years ago.

Two models were launched in January 2013 – ST-1 and ST-2. A third version (ST-3) was added in spring the same year, all based on the three-door Fiesta. The differences were down to trim, equipment and price, but really made no odds – what mattered was the turbocharged EcoBoost engine, and the way the Fiesta was begging to be driven hard.

That, in essence, had been the ST180's brief. Ford Team RS developed the Mk7 chassis to be fun, featuring modified steering knuckles, lowered suspension, revised rear beam, snappier power steering, tweakable traction control and an electronic torque vectoring system designed to

replicate a limited-slip differential.

With 17in alloys, a sexy ST bodykit and sporty colour schemes, the new Fiesta became an instant hit. While British tuners aim for the most perfectly drivable pocket rocket, the Americans are producing 400bhp from stock internals in their five-door-only Fiesta STs!



Could the Mk7 Fiesta ST be the best-ever front-drive fast Ford?



+ TECH SPEC

MADE BETWEEN

2009 to 2010

POWER

301bhp

TORQUE

325lb.ft

0-62MPH 5.9 seconds

TOP SPEED 163mph

ENGINE

2522cc five-cylinder, 20-valve Duratec, Ti-VCT, Borg Warner K16 turbocharger, intercooler, Bosch ECU

TRANSMISSION

Front-wheel drive, Getrag Ford Durashift M66 six-speed manual, Quaife ATB, uprated driveshafts

BRAKES

336mm discs (front), 300mm discs (rear), ABS,

EBD

SUSPENSION

Gas dampers, coil springs, 24mm anti-roll bars, front Revoknuckle, 40mm wider track, ESP, TA

WHEELS AND TYRES

8.5x19in alloys, 235/35x18 tyres

INTERIOR

Recaro front seats, RS steering wheel, additional gauges, carbon-look dashboard

EXTERIOR

Focus three-door, wider wheelarches, RS bumpers, side skirts, mesh grille, roof spoiler, bonnet vents

+ HISTORY

This was the car a generation of Ford fans had been waiting for.

The Mk2 Focus RS was a worthy successor to the RS Cosworth – a car capable of crushing its competitors and making supercars look silly.

Launched in 2009, the Focus RS Mk2 was a steroid-enhanced version of the existing Focus ST, including the same basic Volvo-sourced five-cylinder engine but with graphite-coated piston liners, a bigger turbo and a power hike to 301bhp. Although enthusiasts had been calling for four-wheel drive, Ford proved it wasn't necessary by fitting funky Revoknuckle front suspension and an ATB differential inside a six-speed gearbox. The RS put its power down effectively, and was a joy to drive too.

Big brakes and beefy 19in alloys were stuffed beneath bulked-out wheelarches, and an RS bodykit completed the competition-inspired

theme. A choice of three colours – Frozen White, Performance Blue, Ultimate Green – was joined in April 2010 by the Focus RS500, which featured a matt-black wrap plus Mountune MP350 pack. The UK got 101 of the 500 cars built.

With 600bhp potential and immense desirability, the Mk2 RS should be on everyone's list of favourite fast Fords.



The Mk2 Focus RS was the car Ford fans had been waiting for!

BUYING + OWNING



The later 'go-spec' kit is most desirable

ESCORT RS TURBO SERIES TWO

+ BUYING

First, you should establish you're viewing a genuine RS Turbo. Fakes are common, so make sure the VIN number starts in WF0BXXGCA and matches what's on the log book, the plate riveted to the slam panel, and the floor beside the driver's seat.

You should also ensure it's a pukka RS bodyshell – it should have triple-skinned steel in the engine bay (poke your finger through the chassis rail), factory drillings where the ECU bolts to the bulkhead, rear anti-roll bar mounts and ABS. Unless it's a non-Custom Pack car (pre-July 1987) it should also feature electric windows, central

locking, Recaro seats and sunroof; the sunroof should have a sticker matching the car's age.

The most desirable Series Two is the '90-spec, which boasted deeper front bumper and wrapped-over rear spoiler, along with revised inner wings and fluid reservoirs.

Inspect everywhere for rust. Earlier cars are worse, but any Mk4 could be hiding corrosion in the sills, wheelarches, rear valance, footwells, bulkhead, rear chassis rails, boot floor, A-pillars, inner wings, battery tray, fuse box, and front crossmember. Don't forget to check the roof, wings, doors, tailgate, bonnet and fuel filler surround.



New or used? The choice is yours!

FIESTA ST180

+ BUYING

New or used? Your choice will usually be determined by whether you lease or buy. But even if you'd normally purchase second-hand, it's best to check prices of new ST180s with online brokers, which sometimes work out cheaper.

There are loads around, so hold out for the right colour and spec. White is sought after, and red is most common.

Least-desirable ST-1s have plain Recaros, air conditioning, DAB radio and heated windscreen, but ST-2s boast heated seats with coloured highlights, a Power Start button and Sony stereo with 4.2in screen. Pay

extra for an ST-3 if you want cruise control, keyless entry, climate control and sat nav. The Style Pack adds Rado Grey wheels, illuminated scuff plates and red calipers.

Look out for a Mountune MP215 car, which boasts performance gains and retains your Ford warranty.

A history check is essential if buying a used ST180, and condition is crucial – avoid scratches, dents, kerbed alloys and tatty trim. Insist on a test drive, and walk away at any sign of transmission trouble. Beware of clutch slip or leaking driveshaft gaiters, and listen for clicking CV joints, grinding in neutral or a whining under load that disappears when coasting.



Choose your RS on condition first, followed by colour, spec and price

FOCUS RS MK2

+ BUYING

Invest in a history check before buying – there are loads of stolen, damaged/repaired, clocked and/or heavily-financed Focuses for sale. Check for poor panel gaps, rough paintwork, rusty wheelarches or corrosion around the tailgate, boot floor, headlights and grille.

Be suspicious of tatty seat bolsters, lots of ratty trim and cars with an abundance of owners on the log book. Avoid any RS showing signs of burning oil, head gasket failure or misfiring from a cold start; knackered engines aren't common, but they do happen. If it feels sluggish on the test drive, it could just be a poor example.

Choose your Focus on condition first, followed by colour, spec and price.

Bluetooth connectivity and a USB port are desirable, and Luxury Packs add a substantial premium (Lux Pack 1 gave climate control and key-free system, while Lux Pack 2 meant touch-screen DVD navigation). If there's a reversing camera, make sure it works.

Look out for a factory-approved Mountune MP350-equipped car, but don't pay extra for aftermarket mods. In contrast, the RS500 came with MP350 kit plus matt black vinyl wrap, black alloys, red calipers, carbon-trimmed interior and numbered plaque. They cost loads more than a regular RS.

+ OWNING



Loads can go wrong – especially if an RS Turbo isn't looked after. The KE-Jetronic injection is often to blame, and most fuel meters are faulty. Expect to experience misfiring, starting troubles and poor running from air leaks and ignition system failures, underboosting caused by collapsed hoses or a tired turbo/actuator, and problems with the fuel relay, tank, pump/carrier, sender, wiring or injectors. Chasing symptoms can mean big expense replacing sensors, relays and fuel meters, and fixing wiring. Consider a new loom or swapping to a better management system.

Regular servicing is essential. Replace the cam

belt if it's not been done, and change the oil every 6,000 miles maximum – which helps stop rattly tappets and a worn camshaft. Keep the cooling system flowing by checking/replacing the water pump, gasket and bearing, fitting an 82-degree thermostat, Kenlowe fans and Cosworth fan switch. An upgraded breather system should also be on your list.

RS Turbos are prone to transmission problems – a floppy shift is usually a worn linkage, rumbling probably mainshaft failure, and a faulty LSD caused by diff breakage or having the wrong gearbox fitted.

+ OWNING



ST180 ownership should be enjoyable, but don't forget the scum who want to relieve you of that Fiesta – so invest in some aftermarket security, and fit SiCo Developments blank bezels instead of door locks.

Keep to Ford's servicing schedule – every 12,500 miles – and you'll maintain the car's value and three-year/60,000-mile warranty.

Minor niggles may crop up, such as rattling from the dashboard, pillar trims and door cards, but many can be cured with foam pads. The Mk7 is also prone to leaking into the boot, through the tailgate hinges or rear lights, and water also makes the boot release fail.

American ST180s (which

are Mexican-built, as opposed to our Cologne-produced Fiestas) suffer from ABS problems, clonking suspension and cooling system/engine failure, along with minor electrical faults with electric windows, speakers and heater controls; but these could affect any ST.

If you fit a sports exhaust, you should bin the sound symposer (which can crack and cause poor running) and its pipework in favour of a simple SiCo blanking plug.

For driving pleasure, a quick-shift kit makes a big improvement – but be careful which type you buy, because some are much easier to install than others.

+ OWNING



Theft will be your biggest worry. The RS is alarmingly attractive to light-fingered scum, so your first investment should be additional security.

Ownership should otherwise be pretty painless, if pricey. The RS glugs petrol and eats front tyres for every meal; get the geometry sorted to save cash. The suspension suffers from squeaks and rattles (often insignificant brake pad judder, wheel bearings and such like) and front arm bushes fail rapidly; Powerflex replacements make massive sense.

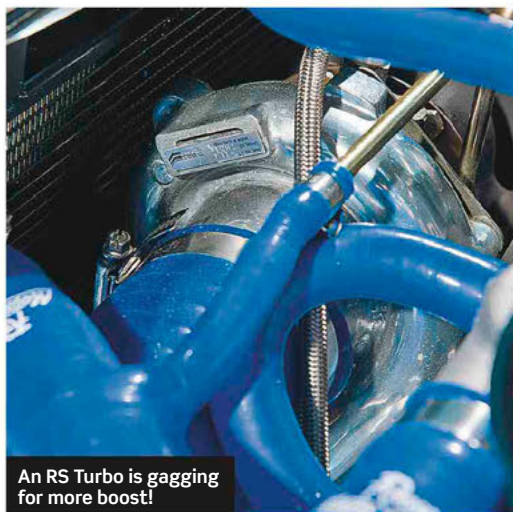
Radiators are prone to leaking, hoses rub on airbag mounts (monitor your coolant levels religiously), and air-con condensers can

fail. DAB radios and reversing cameras are also problematic, but may be rectified with some updated Ford firmware.

A factory ECU reflash should also cure any starting issues, along with erratic running and poor power delivery. Stick to servicing schedules, and fit a kevlar timing belt at about 50,000 miles. Oh, and an alloy inlet plenum is wise, whether or not you've modified the car – the stock plastic part is known for exploding...

As for RS500s, their matt-black wraps don't last long. Scratches are common, and replacing it is likely to cost a fortune – well over £1000!

+ MODIFYING



An RS Turbo is gagging for more boost!

Boost. It's what an RS Turbo is gagging for. With 16psi, stainless exhaust, -31 actuator and chip, the stock 132bhp can jump to 180bhp.

More grunt comes from a reprofiled cam, bigger intercooler and solid lifters, by which time you'll need another chip – but you're better swapping to a stand-alone ECU or an OddKidd Creations Cosworth management conversion, which can mean 240bhp when adding a hybrid turbo. Head work and a T34 should make 300bhp, rising to 380bhp-plus from a T4!

Ideally, over 200bhp needs forged pistons and rods, but you're risking a cracked cylinder block. The fix is a

Zetec block with CVH internals, with 500bhp possible via NMS.

Another option is a ZVH, which mixes a Zetec bottom end with the CVH head. Built properly, a 2.1 ZVH can give 500bhp, but why not opt for a turbocharged Zetec instead – it's cheaper and capable of 330bhp with stock internals. Steel rods and a big turbo mean 600bhp is possible.

The RS Turbo's transmission won't take that, though. The clutch will slip with mild power hikes, so fit a paddle clutch instead. The gearbox will manage 200bhp, but can be rebuilt with CTS uprated internals and Quaife ATB rather than the standard viscous LSD.

An IB5 makes a cost-

effective replacement, or an ultra-tough MTX75 from a Mk5 Escort RS2000. Even a Focus ST170 six-speed can be persuaded to mate up.

You'll need better brakes too. Ditch the entire ABS, fit Cosworth 4x4 front calipers, 283mm discs and 3mm spacers and, and they'll go behind your 15in rims. ST170 300mm stoppers fit with 16s, or fit four-pots with 330mm discs if you're feeling flush.

Uprated dampers, 25mm lowering springs, Powerflex bushes and OKC bulkhead support bar will tighten the chassis, or choose coilovers if you want a slammed stance. For track attacks, talk to OKC about its six-link rear suspension setup and adjustable TCAs.

+ MODIFYING



Coilovers are great if you take your ST on track

ST180 tuning is already big business – and pushing out big numbers. But even the ST180 badge is a misnomer – it actually peaks at 197bhp for a 15-second overboost, which is derestricted with a remap, meaning 220bhp is achievable with no other modifications.

A cold air induction kit improves the sound, as does a cat-back exhaust – adding a downpipe and sports cat if you're planning big power. A meatier intercooler is essential to reduce intake temperatures, and you'll need hot-side hard pipes and uprated hoses to accompany a stage two map. You'll now be seeing 235bhp-plus, but replace the little KP39 turbo

and you can run more boost – expect 280bhp from a hybrid, and up to 350bhp with a GTX2860.

More power is available at the expense of drivability. For 300bhp it's also wise to consider forged pistons and a solid flywheel, and if you're seeking 400bhp-plus (a GT30 will do it), the stock B6 gearbox may suffer.

The standard ST180 handling needs no improvement, although lowering springs (Eibach or H&R) make a big difference in the looks department. Add a set of Powerflex polyurethane bushes, and you'll eliminate the ST's body wobble too.

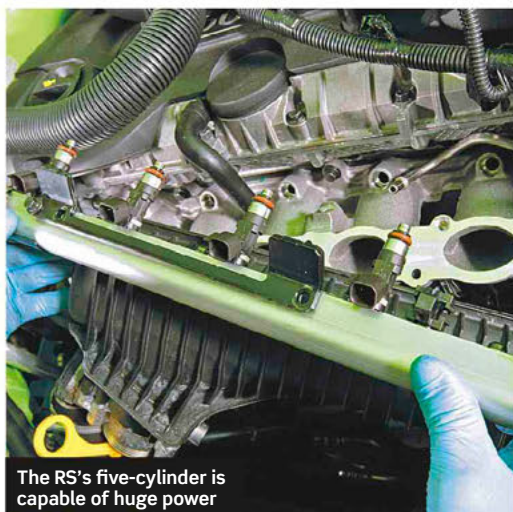
Coilovers are great for circuit work or a slammed

stance, while a Boomba torque mount should stop any wheel-hop. Invest in an upper strut brace to tighten the front end, and fit lower braces if you spend much time on track.

You're also advised to fit a limited-slip differential rather than the ST180's electronically-simulated affair, especially if you're running more power.

Standard ST180 stoppers work fine (especially with uprated pads), although a Summit Racing 330mm disc/six-pot caliper conversion looks great behind those 17in alloys. It's possible to fit 7.5x18in rims under stock bodywork, or 8.5in fronts and 10in rears with TGST's wide-arch kit.

+ MODIFYING



The RS's five-cylinder is capable of huge power

Power, lots of it – that's the RS's potential.

Start with a cheeky remap. You'll gain 40bhp-plus, more torque and urgent power delivery. Add an uprated intercooler, airbox, exhaust and downpipe, and you'll see 370bhp.

The stock RS injectors should be swapped for 550cc items, and another remap should make 400bhp.

Want more? Add a big boost pipe, uprated inlet manifold and JWR 70mm throttle body, along with upgraded fuel pump and an oil cooler. The bottom end will need forged internals at 430bhp, and a big-valve head, uprated cams and (thinner) ST head gasket are suitable for 500bhp.

As for the turbo, the standard K16 won't puff beyond 430bhp, so a hybrid makes sense. Alternatively, a Garrett and tubular manifold means 500-to-650bhp is within reach. At this point a swap to stand-alone management starts to make sense, lots of good things are being reported about the Syvecs systems offered by Devil Developments.

The standard six-speed Getrag gearbox should cope, although the clutch will give up at 400bhp; a paddle clutch is the usual option, and a Sitech Racing lightened flywheel means quicker revving. Quickshift kits make a big improvement, while an uprated torque mount will reduce axle tramp. The ATB

is useful, but for track you'll appreciate a plate diff.

Ride quality isn't the RS's forte, but it can be aided by aftermarket springs and dampers. Even coilovers can be an improvement.

Polyurethane bushes significantly tighten the chassis (especially on the front wishbones), while a Whiteline rear anti-roll bar is almost essential – along with the front ARB if you hit a lot of circuits.

RS brakes are meaty enough as standard, although 362mm or 365mm conversions with six-pot calipers fit behind the standard alloys, and should stop any big-power Focus. Bolt on wheel spacers, and your RS will look awesome!

3 OF A KIND

BEST HOT HATCHES



Ditch the ABS and fit some beefier brakes!

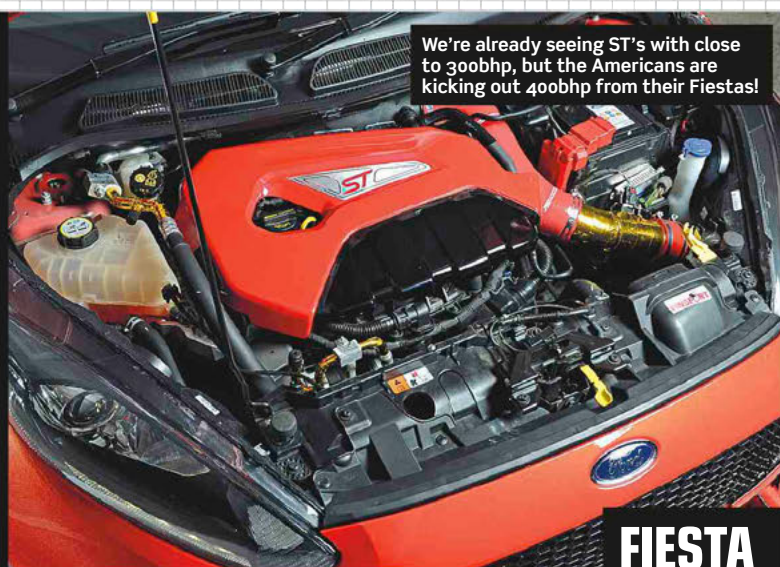


There are loads of engine options available for the RS Turbo

ESCORT RS TURBO SERIES TWO

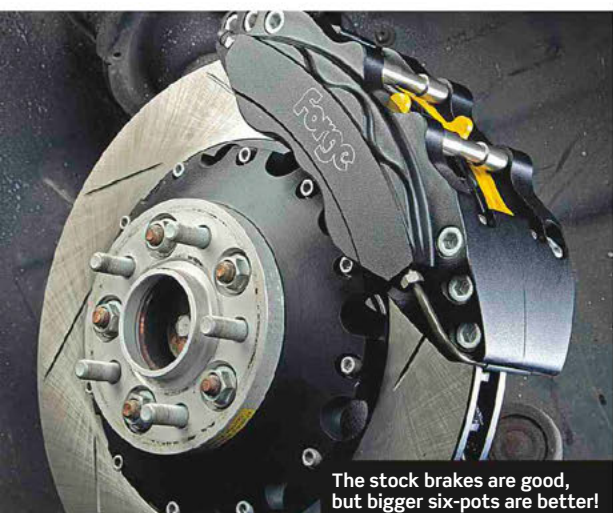


An uprated intercooler will be one of the first mods you make



We're already seeing ST's with close to 300bhp, but the Americans are kicking out 400bhp from their Fiestas!

FIESTA ST180



The stock brakes are good, but bigger six-pots are better!



For 430bhp-upwards the engine will require forged internals

FOCUS RS MK2

3 OF A KIND

BEST HOT HATCHES

CONCLUSION

+ ALSO CONSIDER

FOCUS RS MK1

Referred to by those in the know as the best-handling Ford of all time, the Mk1 RS is a hardcore 212bhp hot hatch that's as reliable and desirable as it is easy to tune.



ESCORT RS TURBO SERIES ONE

Like the Series Two but more specialised, more stylish, more desirable, more troublesome, more cash, more difficult to find and more of a true RS.

ESCORT RS COSWORTH

Okay, it's not a true hot hatch in the front-wheel-drive sense, but it's the right size and shape, and it's a phenomenal tool. So in many ways, it's still the ultimate hot hatch...



+ CLUB CONTACTS

Ford RS Owners Club
www.rsownersclub.co.uk

PassionFord
passionford.com

Fiesta Mk7 Owners' Resource
www.fiestamk7.com

Fiesta Mk7 Owners' Club
www.fiestamk7.co.uk

Fiesta Club of Great Britain
www.fiestaclubgb.co.uk

Fiesta Owners' Club
www.fiestaownersclub.com

Fiesta ST Owners' Club
www.fiestastoc.com

Focus RS Owners' Club
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Ford Focus Owners' Club
www.ffoc.co.uk/forum

Mountune Owners' Club
www.mountuneownersclub.com

+ TUNING CONTACTS

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www.oddkiddcreations.co.uk

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www.norrimotorsport.co.uk

Sitech Racing
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Auto Specialists/Airtec
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TG ST
www.tgst.co.uk

Mountune
www.mountune.com

Devil Developments
www.devil-developments.co.uk

JW Racing
www.j-w-racing.co.uk

+ EDITOR'S PICK



"The S2 RS Turbo would be difficult to top – it's an 80's icon, and let's face it the 80s was the era of the hot hatch! But for me the Focus RS and Fiesta ST both do manage to top the S2, purely because their modern powerplants and chassis design mean that they are enormous amounts of fun. But which one would I choose? It's a tough decision, and it would be hard to ignore the silly-high power levels possible to extract from the RS, but for me, as awesome as it is, the Focus

is just that bit too big, heavy and 'shouty' to really fulfil the hot hatch criteria. Whereas the Fiesta ST epitomises what a hot hatch is all about, it's light, chuckable, revvy, and just has a huge sense of urgency every time you go near the throttle. Also, for me, a proper hot hatch should be something that surprises more expensive, more exotic saloons – and the ST does that with ease! It's fast, frantic, and huge amounts of fun!"



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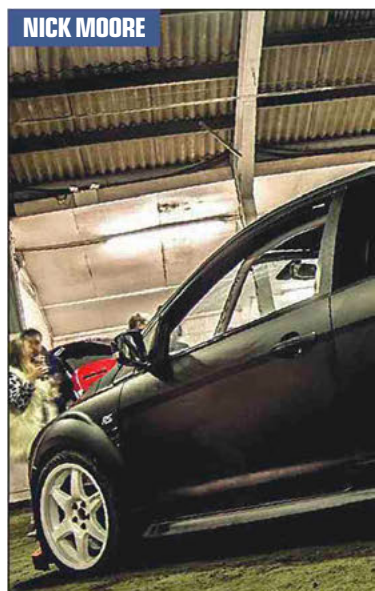


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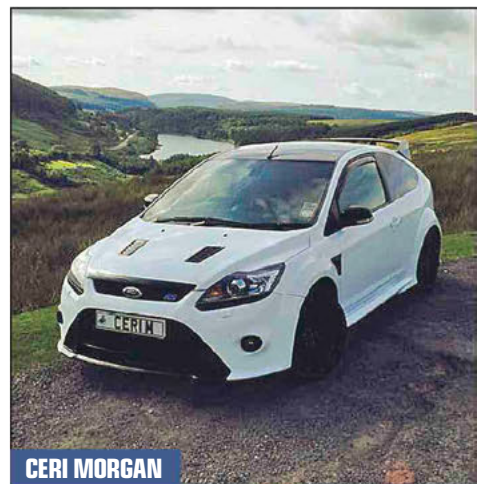
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Heat protection specialists DEI have just released these new turbo blankets, available individually or as part of kit with some of the company's famed heatwrap. Available for turbos with T25/T28, T3, T4, or huge T6 turbine housings, these blankets help reduce lag and protect the surrounding components from heat radiation. Buy direct from the USA, or search online for a dealer in your area. www.designengineering.com



STEEDA

MK3 FOCUS ST INTAKE SCOOP

£143

Sometimes it's the simple mods that make the most difference, and Steeda certainly say that's the case with their new air intake scoop for the Mk3 Focus ST. The scoop funnels fresh, cool air from the front of the car direct to the air filter. Featuring a larger opening at the front of the car and smaller entrance at the engine intake, this scoop maintains a natural 'velocity' effect, and is a quick and easy way to improve your modified or standard ST. www.steeda.co.uk

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PIPERCROSS

MK3 FOCUS ST AIR FILTER

£50

This new filter from Pipercross is a direct replacement for the standard item found on the Mk3 Focus ST. Simply dropping into the standard airbox this new performance filter will offer a higher rate of flow and won't ever need replacing – simply clean it out and go again. For more details on this, and the 3000 other models covered by the range visit the POTN website. www.potn.com





MAGICAR AUTO ALL IN ONE SECURITY SYSTEM

£399 (FITTED)

This new complete alarm system from Magicar is a very clever piece of kit, perfect for those wanting to protect their fast Fords. Packed full of the latest tech, their 'all in one security system' goes above and beyond a conventional alarm. Capable of working with both new CAN-BUS or analogue systems it can be fitted with tilt, proximity, and shock sensors, and you can also add a key 'token' to prevent the car being stolen if your keys are cloned. There is a full back-up system, so the alarm will remain active for around 10 days even after the battery is removed. You can text the system and it will return all sorts of info including a GPS position, speed, and even the temperature of the car! But better than that, if your car ever was stolen you can send a signal to the alarm so that it can never be re-started, instead the alarm will just ping back its exact location so you (and the Police) can go and recover it! For further details speak to Magicar.

www.magicarautosecurity.com



BURTON POWER COSWORTH YB WATER PUMP

£140

Burton Power are continuing their fight to keep fast Fords on the road, and are now offering replacement water pumps for the legendary Cosworth YB motor. Available for the Sierra, Sapphire, and Escort Cosworths the pumps are made to original specification and are ready for purchase now. For further details contact Burton Power.

www.burtonpower.com

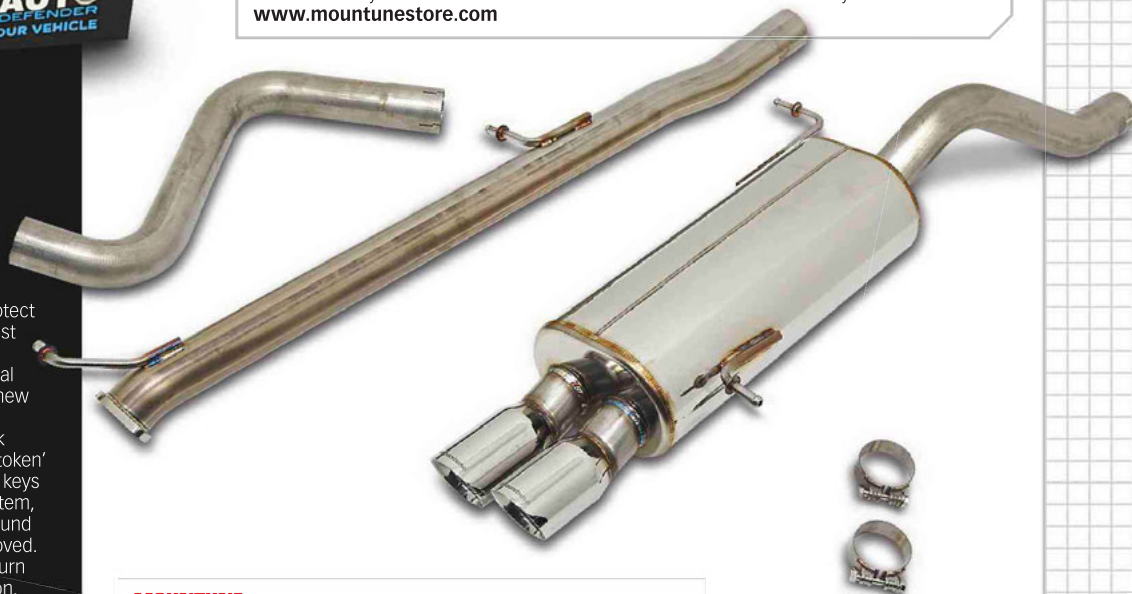
MOUNTUNE

MK7 FIESTA ST CAT-BACK EXHAUST

£450

This new cat-back from Mountune is the latest in a long list of upgrades available for the Mk7 Fiesta ST. Using a whizzy-sounding Helmholtz chamber design ensures that exhaust back pressure stays low, while removing as many unwanted frequencies that cause cabin boom as possible. This technique is not cheap, but it yields a quality product and Mountune's cat-back is the only exhaust on the market that won't affect the car's warranty!

www.mountunestore.com



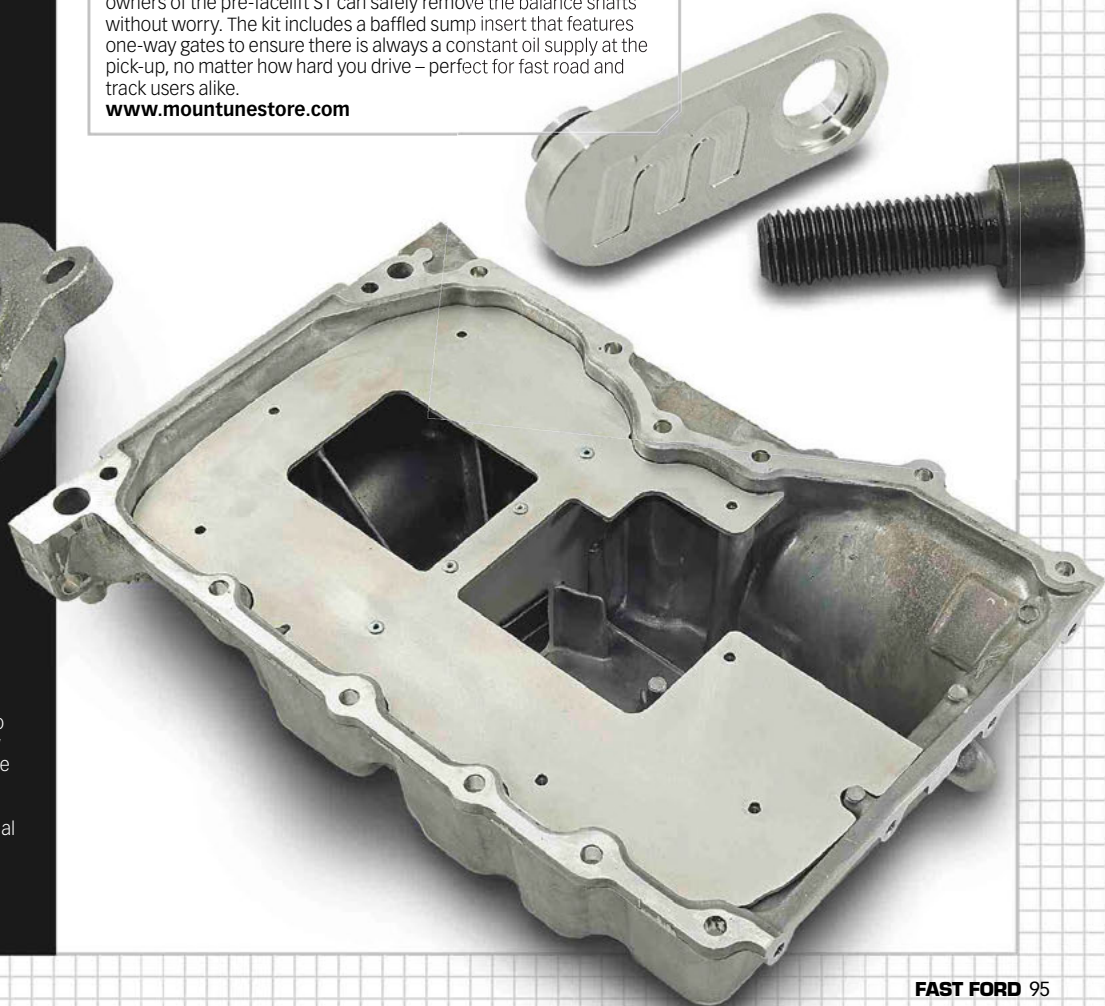
MOUNTUNE

MK3 FOCUS ST OIL CONTROL SYSTEM

£143

The 2.0-litre EcoBoost engine found in the Mk3 Focus ST is a cracking motor, and the engine response can be improved further by deleting the factory-fitted balance shafts. But doing so can lead to oil starvation issues caused by the void left in the sump – well, not any more. Thanks to this complete oil control system from Mountune, owners of the pre-facelift ST can safely remove the balance shafts without worry. The kit includes a baffled sump insert that features one-way gates to ensure there is always a constant oil supply at the pick-up, no matter how hard you drive – perfect for fast road and track users alike.

www.mountunestore.com



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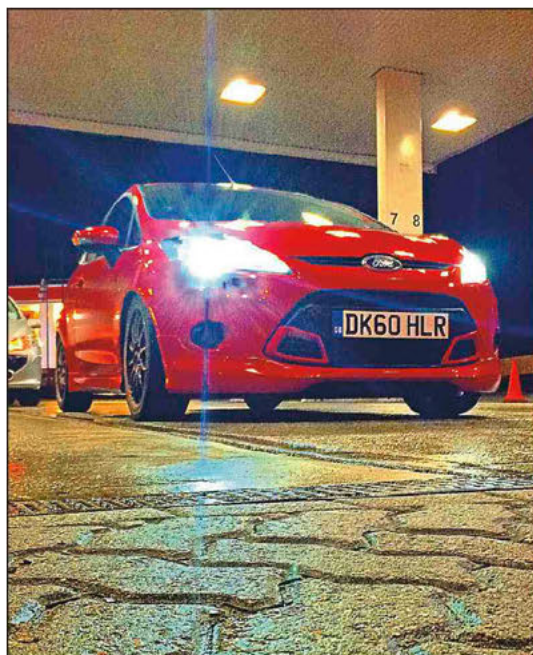
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Engine swapped, or styled to the max? Send us your modded Blue Ovals!

RYAN MURCH MK7 FIESTA ZETEC S

+ This is Ryan's second Zetec S, but after three years behind the wheel of the Mk6 variant he decided to move up to the Mk7 model – and has never looked back since! Bought as a totally standard car Ryan has put his own stamp on things

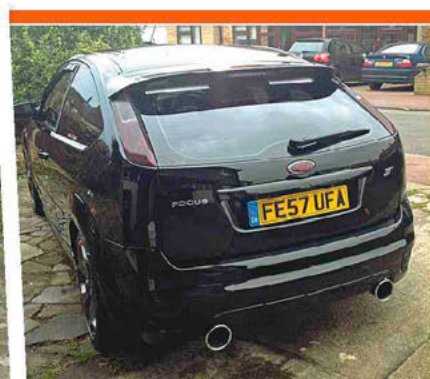
by adding a set of 17in Team Dynamics rims, dropping the ride height by around 70-80mm on a set of coilovers, and enhancing the looks with an Asian-spec grille with colour-coded inserts, and pressed steel number plates.



SAM LAZARUS MK7 FIESTA 1.0

+ The 1.0-litre EcoBoost-powered Mk7 Fiesta has been a huge success in tuning circles, and it's no wonder when you consider just how much fun they are! Sam's example now produces an impressive 160bhp thanks to a

selection of quality performance parts, including a full Milltek turbo-back exhaust, GGR air intake, Auto Specialists crossover pipe, and a custom Pumaspeed map. A set of Bilstein B14 coilovers ensures the chassis can cope too.



MICHAEL JACOBS MK2 FOCUS ST

+ Michael's sorted his Focus with a selection of well thought out mods – culminating in an ST that now produces a very healthy 306bhp! That increased power comes thanks to a Mongoose exhaust, custom open induction system, RS injectors, RS

plugs, and a Pumabuild remap. Keeping it in check are a set of uprated discs and pads all round, Eibach springs, and Powerflex bushes. Anthracite alloys with a red pin stripe, carbon-style wrap and Fly Eyes complete the exterior styling upgrades.





SIMON BLAKELEY MK5 FIESTA ZETEC S

+ Simon's tidy little Zetec S is looking fresh thanks to a recent full respray in the factory Imperial Blue. Simon has also allowed the rev-happy 1.6-litre Zetec SE engine to breathe even easier thanks to an uprated induction kit and a custom straight-through exhaust system. It also means this little hot hatch now makes an addictive roar when you plant the loud pedal! On top of that Simon has tightened the handling with a host of chassis upgrades too.

KIERAN DUNCAN MK6 FIESTA ST

+ Wow! What else can you say about Kieran's Fiesta? It won't be to everyone's tastes, but Kieran didn't build it for anyone else – and he loves it! The eye-catching ST wears a full JWRC wide-arch bodykit, lambo-style doors, is fully smoothed,

and has been resprayed in a rare shade of Porsche Riviera Blue. The interior is equally as full-on, with alcantara and Bentley-style diamond stitching everywhere. There's even a TV mounted in the steering wheel! And the entire boot is filled with an ICE install!



ANDY RUSHTON MK7 FIESTA ST

+ Andy's Fiesta may be virtually brand new but that hasn't stopped him going to town with the mods! Currently running Revo Stage 2 software, Airtec intercooler, Milltek exhaust, and an Auto Specialists induction kit, the ST is producing an impressive 242bhp! The suspension has been stiffened up and sits 30mm lower, while upgraded K-Sport 304mm brakes hide behind Team Dynamics Pro Race 1.2 rims.



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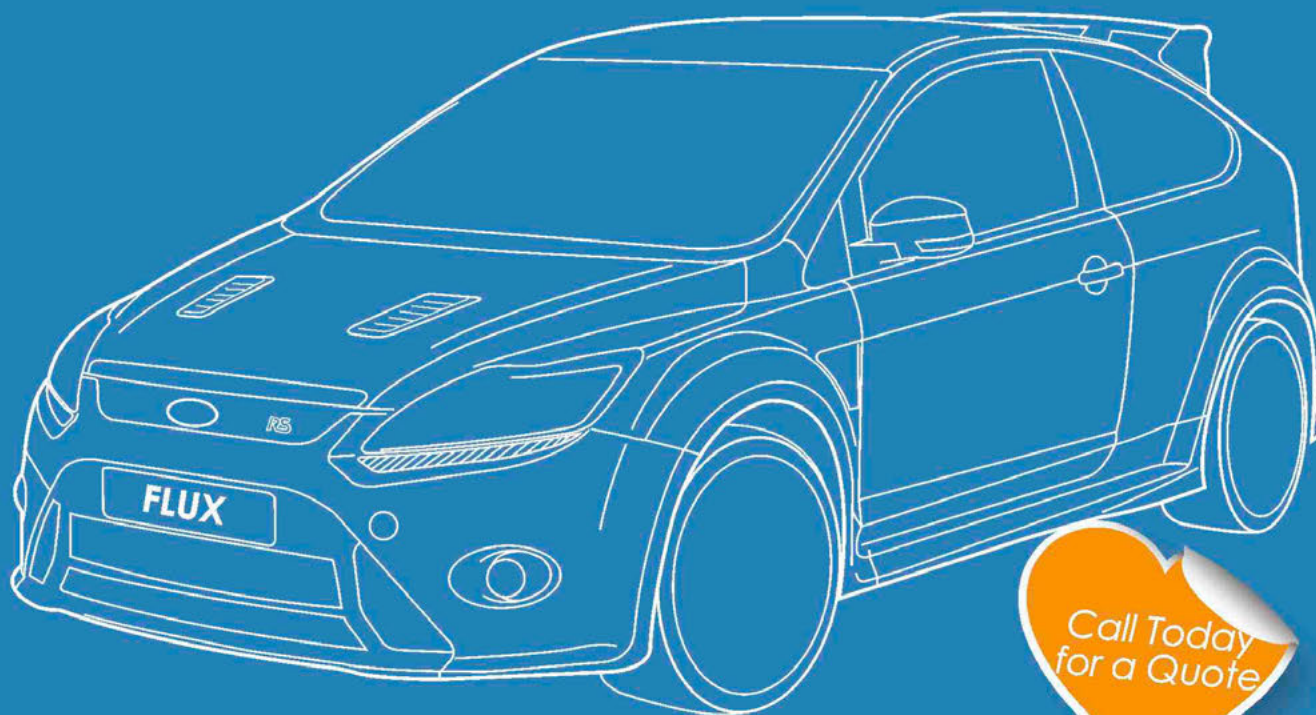
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Jamie



The car park was packed with tuned Blue Ovals



Mountune badges could be found everywhere!



Mountune opened its doors and invited potential customers along for a coffee and a chat about fast Fords at their annual open day.

Mountune have been hosting their annual Cars & Coffee open days for a few years now, and they always prove to be a huge success. Inviting a load of like-minded Ford enthusiasts along to have a look around, chat about their cars, and have a lovely cup of coffee, all for free, was always going to be a winner. And 2015 was no different!

For the day Mountune clear out part of their huge workshop facilities and turn it in a showroom for people to wander round. The displays included three new tuning packages; the MP275 kit for the new face-lifted Mk3 Focus ST, the impressive MR165 kit for the 1.0-litre EcoBoost Fiesta, and the mighty MR230 kit for the Mk7 Fiesta ST. All three upgrades were launched at the event, and Mountune were even taking orders on the day!

Elsewhere visitors could get

up close and personal with Mat Jackson's Mountune-powered BTCC Focus, play driving games, take advantage of some fantastic special offers, pick up a free goodie bag, and some lucky winners were even presented with some great freebies by the gorgeous promo girls. Oh, and you could grab a decent cup of coffee too!

The event wasn't limited to indoors though, as the vast car parks were cleared to make way for a huge display of customer/visitor cars.

Naturally Mountune-powered STs and RSs dominated but all were welcome and it wasn't long before the friendly rival-tuner banter began. But it was nice to see so many Ford enthusiasts all in the same place, all enjoying each other's company, and all expressing their love for the mighty Blue Oval. Bring on next year, we'll be there again!

Six months ago this aggressive ST was totally standard!

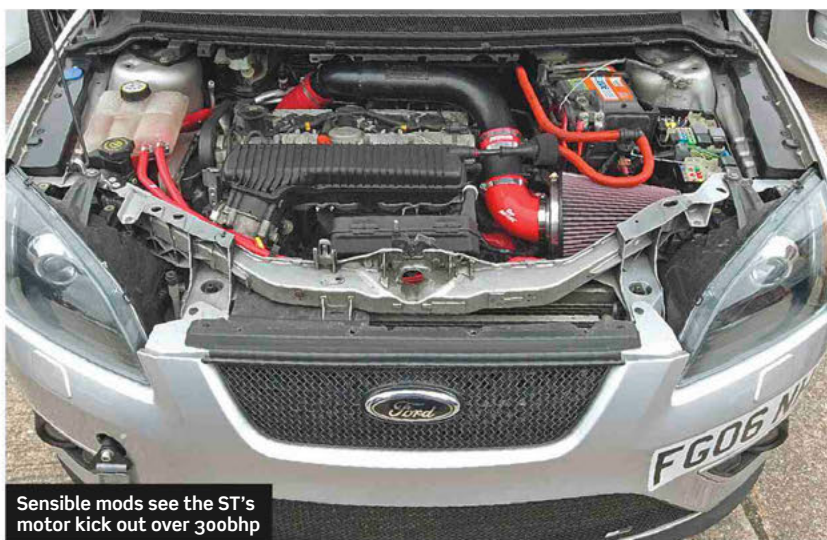


MARTIN HAHNER FOCUS ST MK2

Martin's only owned his beloved ST for six months but in that time he's really transformed it. Totally standard when he bought it, Martin wasted no time with the mods – starting with bonnet vents, followed by a host of engine upgrades including an Airtec Stage 2 intercooler, 3in turbo-back exhaust system, and JWR induction kit. It wasn't all great though: "I took the car to a mobile mappers, and the map was rubbish!" recalls Martin. A trip to his local Revo dealer in Essex cured the problem and means the ST now pushes out over 300bhp.

QUICK SPEC

Zunsport front grille, relocated number plated, tow strap, bonnet vents, blacked headlights, wind deflectors, Airtec Stage 2 intercooler, Scorpion 3in turbo-back exhaust, JWR induction kit, Samco hoses, Auto Specialists top pipe, Revo software



Sensible mods see the ST's motor kick out over 300bhp



The new MP275 kit is designed for the face-lifted Mk3 Focus ST



MP275

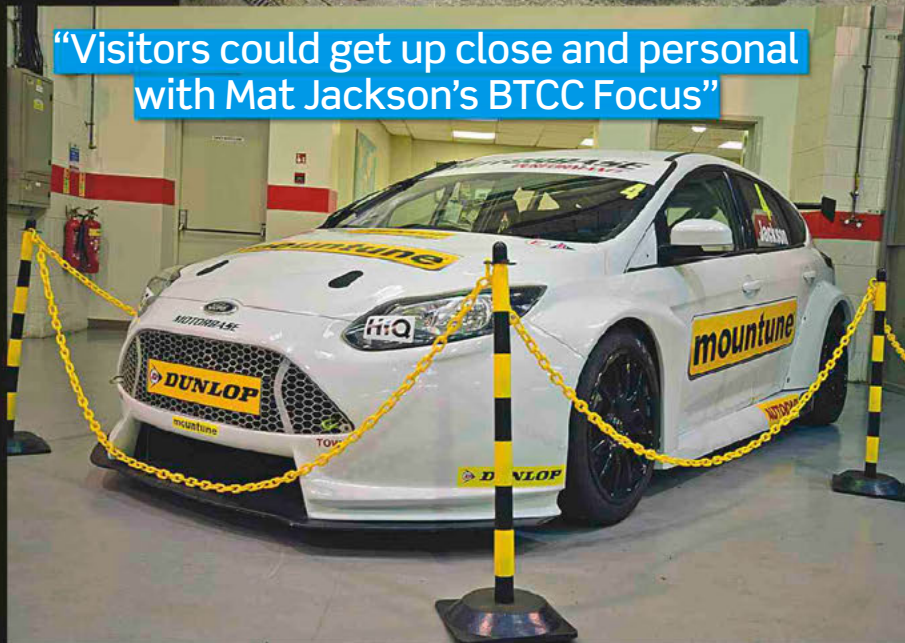
The MP275 kit has been with us for a while now, but since the launch of the new face-lifted Mk3 Focus ST meant that some of the hardware would no longer fit, Mountune have re-developed the package to suit the later design. The kit still features an uprated intercooler, high-flow dual-entry air filter, low loss crossover pipe, and revised calibration, but all re-designed to fit within the confines of the new face-lifted Mk3.



"Damn! That is a tasty burger!"



"Visitors could get up close and personal with Mat Jackson's BTCC Focus"





There was an impressive range on display in the car parks too



It's not just cars that were on show

MR230

Revealed exclusively at the event, the eagerly awaited MR230 upgrade builds on the much-loved MP215 package, taking power to 230PS and 340Nm. The kit comprises a high-flow silicone induction hose from partners Samco, charge pipe upgrade, uprated intercooler, high-flow downpipe with sports cat, and a new cat-back exhaust. All controlled by a new MR230 calibration. Costs start at £1995 if upgrading from the MP215 kit, or £2295 if your ST is standard. We can't wait to get behind the wheel of this car very soon!



WILL FRASER FOCUS RS MK2

Will's RS caught our eye because of its unusual hue – a bright red Focus RS? That's because Will has taken a trip to Joyce Designs to see the Focus treated to a full vinyl wrap, and we have to admit that the colour really suits the RS. But it's not all about the looks. Under the bonnet you'll find a host of choice upgrades, including a fully rebuilt engine with forged internals. "The old engine suffered an oil pick-up failure, so it needed a full rebuild. At that point I decided to go for a fully rebuilt. That's not to say the car was in bad shape, but it's not all about the looks. Elsewhere the suspension and bushes were all beefed up to cope with the hike in power. As he works for Mountune's insurance partner, Greenlight, Will knows only too well the horror stories about stolen RSs, so he's fitted his with a removable steering wheel too! There's a couple of things Will still wants to sort – not least of which the unwrapped top part of the front grille – and hopes to go for a standalone engine management and over 500bhp very soon!

QUICK SPEC

Bright red wrap, OZ Racing Super Ts, BC Racing coilovers, Hardrace bushes, retrimmed interior, forged rods and pistons, Auto Specialists CAIS, Auto Specialists inlet plenum, Airtec Gen-3 intercooler, Spec-R crossover pipe, Milltek exhaust, Jamsport JS420 map



Pop-off steering wheel is great for security



Will is keen to finish-off the bay, but it already houses a host of performance goodies





JAY VERLANDER FIESTA ST MK6

Jay's stripped-out Fiesta ST is actually used as a support vehicle for Time Attack competitors AJ Racing. So naturally it features a host of upgrades, the most dominating of which is undoubtedly the full Mountune MR200 upgrade! Jay actually had the MP165 kitted fitted first, before upgrading to the MP185 kit a little while later. But then as soon as the MR200 kit was announced Jay was outside the Mountune HQ waiting for it to be fitted: "I had one of the very first kits. I think this is probably the third or fourth car to ever have the MR200 fitted," he remembers. But despite its stripped-out track credentials, Jay actually uses this ST as his daily driver too!

QUICK SPEC

Mountune MR200 upgrade, Gaz coilovers, Sparco bucket seat, stripped interior



Jay uses all 200bhp of his ST-power, every day!

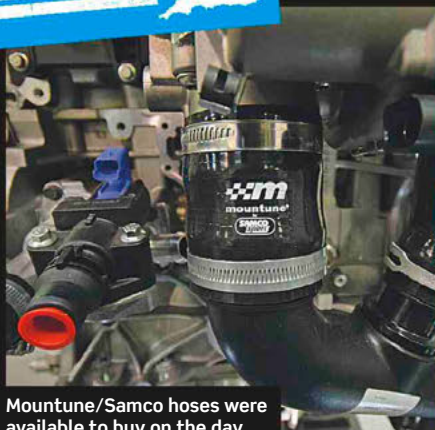


"Mountune-powered STs and RSs dominated but all were welcome"



No room for comfort in a race car!





Mountune/Samco hoses were available to buy on the day



MR165

Another new upgrade revealed at the event was the MR165 package for the 1.0-litre EcoBoost Mk7 Fiestas, including the special edition 'Red' and 'Black' versions. Power is increased to 165PS and torque is up to 245Nm – not too shabby for a 1.0-litre! The kit costs £1395 and includes a high flow induction kit, primary and secondary silicone hoses, charge pipe upgrade, larger intercooler, and of course the all-important Mountune calibration. And Mountune says the entire kit can be fitted in around two hours, and without even having to get the car on a ramp! This is one little car we're very excited about!



165bhp from a little 1.0-litre? Impressive stuff!



The tasty coffee made the early Sunday morning start a little easier for everyone!

"The car parks were cleared to make way for a huge display of customer cars"



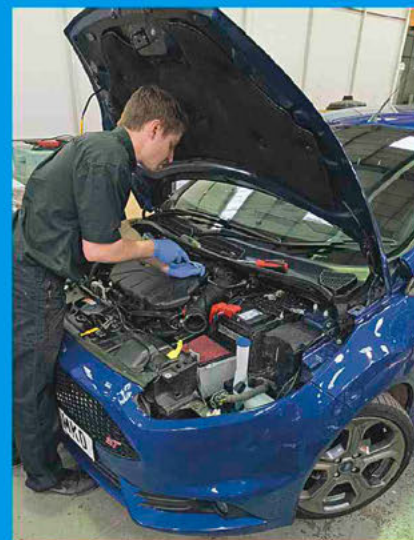


Customers were taking full advantage of the deals on offer



FITTING

Cars and Coffee didn't just offer the opportunity for customers to buy new products, but with technicians on hand throughout the day they even offered a fitting service too. The most popular product of the day was the MP215 package for the Mk7 Fiesta ST, but loads of happy customers were driving home with all manner of upgraded goodies fitted to their fast Fords.



ANTHONY LOVETT FIESTA ST MK7

This is actually Anthony's second Mk7 ST. He bought the first, a white example, as soon as they were released but as soon as Ford announced the later ST-3 versions would come with a load more toys and goodies on offer, he sold the white one and put his name down on this fully-specced blue example! Having already started to modify his previous ST with the addition of an MP215 kit it'll come as no surprise to learn that Anthony's new purchase was booked straight in for the same treatment. On top of that Anthony has had all the exterior plastics sprayed in Gloss Black, and the theme continues on the inside with the standard satin ST plastics being replaced by glossy items from the Titanium model. Under the bonnet things are immaculately presented, with that colour-coded engine cover taking pride of place. And things are about to get even prettier under there too; "I've just bought an intercooler, and charge pipe kit today – it's booked in to be fitted next week," smirks Anthony. He also admits he's eyeing up the MR230 package, which we reckon will be fitted before the end of the summer!

QUICK SPEC

Mountune MP215 upgrade, Momo Revenge alloys, Scorpion exhaust, Mountune lowering springs, gloss exterior and interior plastics, quick shifter, Triple-R splitter, silicone induction hose, colour-coded engine cover



This is Anthony's second Fiesta ST already!



Colour-coded engine cover looks smart!

fastford

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CARS FOR SALE

CAPRI

CAPRI 1.6 SPORT



1980, £7,850. Ultra rare car and colour, sport 1.6S model. Brown Recaro interior with a Fishnet head rest. It has a lovely detail engine bay! New cam belt. Fully serviced. 2 owner car. Original German factory build sheet. MoT until 2016 next year. London. 07836 206511 (HP)

CAPRI MK1 1600GT



1971, £6,950. All original, full nut and bolt restoration completed 2010. 90% Concourse condition. Drives beautifully and mechanically sound. Original interior and Kent Crossflow engine. New interior & boot carpets. Johannesburg, South Africa. +27 84 400 2652 (JW)

LASER 2.0



1987, £950. White, ideal restoration project, garage stored for the last six years, various spares including both front wings, new and refurbished alloy wheels. London. 07774 936592

CONSUL

CONSUL MK2 ESTATE



1962, 83,000 miles, £5,950. Extremely rare car. New MoT. Drives great. Has had a poor quality respray which needs doing again properly. Lack of garage forces reluctant sale. East Sussex. 07836 251000 (JW)

CORTINA

CORTINA



1971, 88,000 miles, £5,500. 2 door. 2L pinto 5 speed gearbox short shift. Black Leather interior Up rated springs. KN air filter. 4 branch sport exhaust manifold. Free road Tax. Mot until Sept 2015. Twin choke webbers. New exhaust with cherrybomber back box. With original wheels on the car but also car comes with black 17inch alloys. Lancashire. 07583 440229 (HP)

CORTINA MK1



1964, £POA. For restoration, good solid underside, nice clean interior, its the 1.5 pre crossflow engine, wooler gearshifter, weller wheels, front disc brake conversion, Tax exempt, 4 door. Transport can be arranged. 07581 876293 (HP)

COUGAR

COUGAR 2.5I V6 24V XPACK



94,000 miles, £950.00 ono. Black Leather, Sunroof. Climate Air Con. Alloys, heated seats, central locking, electric windows, electric seats, cruise control, side airbags, power steering, lots of paperwork, old MoT's etc. Will have new MoT. Mid Wales. 01686 430774 (JW)

ESCORT

ESCORT



1998, 97,100 miles, £800 ono. 1.8 Si. The car is in outstanding condition. Strong Zetec Engine, electric windows, power steering, sun roof, alloys etc. West Midlands. 07835 284593 or 02476 597470 (HP)

ESCORT COSWORTH



1996, £24,000 ono. Small turbo model. Extremely rare & very much sort after auralis blue. Lux model & therefore has the rear opening windows, electric windows, mirrors and sunroof, 16" alloy wheels etc. The car just had full service & recommission. Wales. 07456 615884

ESCORT FINESSE



58,300 miles, £499. Mot 18th December. Excellent 1.6 litre petrol engine, 5 speed manual gearbox, runner. Excellent driver. Excellent condition. C/locking with 3x keys, e/windows, cd/player, drivers airbag, alloy wheels, p/steering, grey velour interior. London. 07950 338064

ESCORT MK2



£3,250 ovno. 1.6 711 Block Hi Lift Cam, 3ltr Weber 2000E Box, 2.8 Caliper + Discs, 9in Rear Drums, Single Piece Prop, MoT Until Dec 15. Central Scotland. 01506 827677 (JW)

ESCORT RS TURBO



1989, £3,500. Beautiful car, MoT Aug, very fast, alloys, sunroof, lsd, prices rising, so please be quick. 07740 093058

ESCORT SALOON



1996, 67,000 miles, £395 ono. Special Edition 'Masquerade' 1600cc Green-One lady owner from New MoT 1st Nov 2015. Rear Bumper damaged on near side Starts first time and runs well. Notts. 0115 925 7829 (JW)

ESCORT VAN



1981, 50,000 miles, £POA. The van looks clean as has had respray about 5 year ago in a blue with metal flake. Van looks great in sunlight. Mint tyres on alloys exhaust great. New brake cylinders. No Mot or Tax on it. Open to sensible offers. Durham. 07711 076496

FALCON

FALCON



1960, £12,500. Metallic green, wheels by Curtis Speed, de-badged, lowered, new tyres, moon gauges and steering wheel, featured in Rod and Custom (USA). Built in Californai using a rust free car. Cheshire. 01612 928270

FIESTA

FIESTA



1994, 78,000 miles, £495. 12 months Mot. Runs and drives very well. Ideal first car or starter classic. Few dings and age related marks. Please call for more information. Norfolk. 07975 606705 (HP)

FIESTA



1985, 86,000 miles, £1,000. Best offer takes it. Would part exchange and cash my way or just cash. Been standing since 2005 in a garage. Very clean for the year. 1.6 diesel. White in colour. 1 owner from new. Wales. 7412 920167 (HP)

FIESTA FESTIVAL



1989, 13,000 miles, £3,600. 1117cc. Blue metallic paint, matching interior and glass sunroof. Completely original MoT Sept 2015. 07511 532898 (JW)

FIESTA MK 2 POPULAR PLUS 1.1



1985, 56,000 miles, £1,200 ono. Car drives very well. Slight bubbling on a rear arch and a slight patch of rust on a front arch. Stack of service history and invoices. Mot till 30th of april and no Tax due to new laws. Lancashire. 07588 898399 (HP)

FIESTA MK 3

1995, £900. 1.3LX automatic. New gearbox. Long MoT. History. Old MoTs, receipts, etc. New locks, battery, tyres. Much spent. Drives like new. Excellent bodywork. New tow bar. No time wasters. London. 020 3234 1051 (PB)

FIESTA MK 3

1994, 34,000 miles, £Offers invited. 1.3lx. White, excellent condition as always garaged and used once a week to go shopping, it's like new. It has Tax and Mot and all paperwork and manuals, lovely little car. Surrey. 07766 112461

2.8I GHIA EXECUTIVE



1985, 82,000 miles, £6,995. Mineral blue, shark grey Connerly leather. A/c, FSH and MoTs. Truly stunning condition. All original factory spec. Very rare Mk II Executive, unbeatable. Kent. 01622 206383 (RB)

ORION

ORION 1.6

46,000 miles, £Offers at £1,100. Barn stored 12 years, Sorn, some spares, solid honest car needs repaint, Weber carbs, good project, no silly offers, only 12 on road, plate value at £500. Essex. 07703 346296

POPULAR

POPULAR 103E

£POA. Engine, gear box, front and rear axle complete, bonnet, doors, radiator, boot, grille, wings, wheels, petrol tank, leaf spring. Gwent. 01633 895922 (JW)

PREFECT

PREFECT 100E



1955, 49,589 miles, £9,500. Fully restored very clean lots of new parts lots spent on it has only had two owners from new, must be seen or give me a call. West Sussex. 07840 874319 (JW)

ROADSTER

HOT ROD

1932, £6,000 ono. Roadster Rat Rod, Rover V8 and auto box, drive anywhere, road Tax exempt. Essex. 07804 804777

SIERRA

SIERRA 2.0I GHIA



1989, 15,000 miles, £2,100. 4 electric windows a factory tilt and slide sunroof electric mirrors and central locking. All working. It also has the rare option of headlight wash/wipe. Unmarked interior. Matching tyres all original. Genuine honest Sierra. I will put a year's MoTon her for you so will have a full year. Kent. 07718 882763 (HP)

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

TRANSIT

FORD TRANSIT



1969, £1,600 offers invited. Campervan factory built. Starts and drives restoration project got full v5. West Midlands. 07412 856487 (HP)

PARTS FOR SALE

ESCORT MK2 MEXICO

£POA. Front seats, seat belts, driver's side mirror, front quarter bumper new, switches, brown steering column plastic, switch panel, black dash top, Mk1 genuine RS 2000 mirror, other parts. Somerset. 01458 834140

ESCORT XR3

£150 the lot. Bonnet, door n/s, engine, radiator, front grill, tailgate with spoiler, all lights. Also Mk1 alloy front grill for square headlights. Will sell separately. Bucks. 01494 758539 or 07885 491340

FORD CAR CLOCK



£25 plus £8 p&p. Genuine, wind up type, good working order, actual size 2in x 2.5in. Hants. 023 9273 0735

FORD ESCORT MK3

£POA. Spares. Mainly new plus some secondhand. Piper exhaust, Weber twin choke carb, new boxed. Girling rear shocks, wheel bearings, rear shoes, heater fan, master cylinder, fuel cap, tyres plus wheels 155/80/13. London. 020 3234 1051 (PB)

PAIR REAR LENSES

£POA. Consul/Mk 1 Granada, average condition. Front chromed Mk 2 o/s bumper corner, good condition. Facelift Orion n/s rear lens, as new, offers. Fiesta Mk 1/2 rear o/s wheel arch repair LMC small amount used otherwise v/g. Essex. 07703 346296

REVERSING LAMPS



£40 pair post free. Unipart L118 in original packet. Wipac also in pack unopened. Dorset. 07794 775640

PARTS WANTED

2 FRONT DOORS FOR ESCORT MK 4 VAN

Wanted. And can you help with sourcing underneath panels for registration plate. Manchester. 01612 580299 (JW)

FRONT INDICATOR LENS

Wanted. And headlight o/s for early Mk 3 Escort, good condition please, could p/ ex for spares. Essex. 07703 346296

MK3 FIESTA SEATS

Wanted. Also towbar, prefer new/recent please. London. 020 3234 1051

MISCELLANEOUS

4 20L JERRY CANS



£12 each. In good order. Somerset. 07774 284728 (JW)

BLACK & DECKER



£65. Valve seat and valve grinding wheel dresser. All complete and ready to use. East Devon. 01404 46570 (PB)

ENGINE CRANE AND BENCH



£65 the pair. Lifts most four cylinder engines. Folds down, not hydraulic. Worn screw. Complete and working. Made by Old Hill Company, Worcester. Also good strong bench on castors. 3ft 6in wide, 3ft 3in high, 2ft deep. Kent. 01689 861196 (PB)

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£POA. The Playing Field, Sunday 10th May 2015 from 8am until late. Display of cars, lorries, scooters, motorcycles and tractors. Any machinery of age and interest. 4th year and growing. Lovely setting. No forms, no registration, no red tape. Exhibitors absolutely free. 01945 420621 or 07570 536772

MISCELLANEOUS FOR SALE

1609-DG

£POA. Registration number for sale, offers please, ready to transfer. 07840 400569 or 01225 852852

18 FLC



£5,000. Registration number plate. W Sussex. 07900 201301

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£POA. From 1929 to 1990 incl AA, St George and key fobs incl Alfa, Aston, BMW. Bedfordshire. 01234 213871

MOBILE BENCH/TOOL CHEST



£195. Retractable wheels, stainless covered hardwood top. Ex M.o.D. Top quality. 3 sliding lockable drawers and open storage area with shelf below. South Yorkshire. 07971 223707 (RB)

PRIVATE REGISTRATION PLATE

£495 ono. R5 TBR - ideal for any RS car. Currently on a retention certificate. Northamptonshire. 07426 657829 (RB)

SCALE MODELS



£42 + p&p £4.25. Morris Minor 1/18 scale. Ford Anglia/Poplar 1/43 scale £65 + p&p £3.75. Mint and box. 01280 701266

LITERATURE AND INFORMATION

PRE-WAR HANDBOOKS

£20 each. Morris Cowley 1930, Packard 8 1937, Chrysler Model 58 1926, Ford Model T 1916, AJS M/C Series R 1930, Morris Commercial PB4 1930. Notts. 07854 777127

WORKSHOP MANUALS

£10 each + £3 post. Ford Escort 1968 on 1100cc 1300cc. Peugeot 405 1988 to 1992. Vauxhall Nova 1983 to 1993. Ford diesel engine 1984 to 1993 1.6 1.8. West Yorkshire. 07748 942271

WORKSHOP MANUALS

£POA. Mazda 626 and MX6 1993-2001. All models covered, good condition. Parts Transit OHC 86-91 petrol tank gauge unit, as new, never used, also Ford USA manual for 84-89 Mercury Tpz Empo all petrol engine models good condition. 07985 691137 (JW)

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JUNE 2015 IN THIS ISSUE



SUPERCHARGED ST 10

Blown Mk6 Fiesta kicks out a whopping 315bhp!



STUNNING ESCOS 20

Gorgeous styling, and 540bhp of Cossie grunt to go with it!



RACING PUMAS 30

Five very different examples of the Ford Racing Puma...



SAPH BROTHERS 44

Two brothers, two awesome 380bhp Sapphire Cosworths!



FORDS IN THE WRC 68

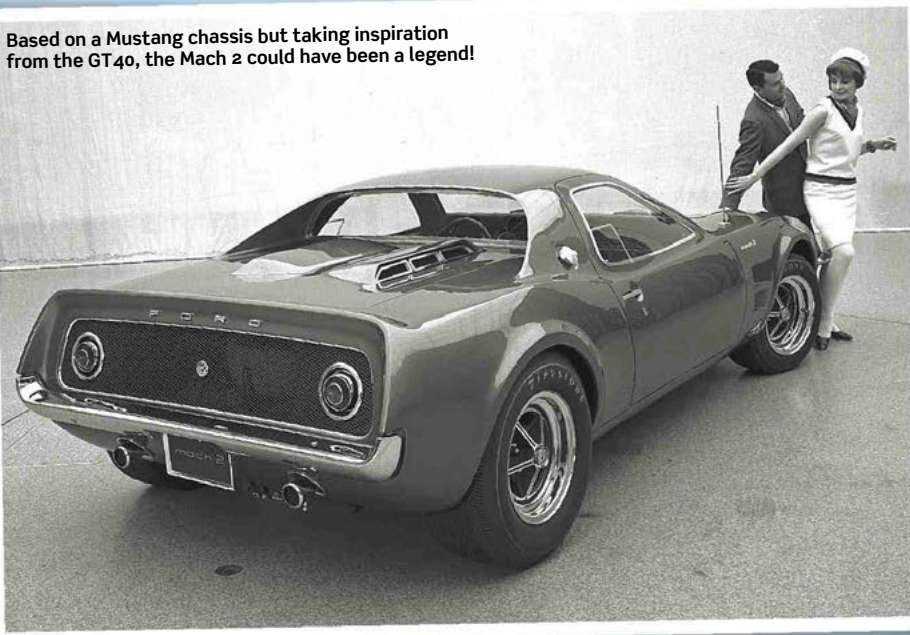
Part two looks at the mighty Focus and Fiesta rally cars...



3 OF A KIND 84

This month we take a look at three of the best hot hatches

Based on a Mustang chassis but taking inspiration from the GT40, the Mach 2 could have been a legend!



FORDS YOU NEVER KNEW EXISTED

#67 MUSTANG MACH 2

When digging through Ford's archives we usually face a sea of cars designed to either save the planet or to simply show off Ford's engineering excellence. But every now and then we come across a concept that catches us by surprise, one that makes us think "why didn't Ford actually produce this?" And the Mustang Mach 2 is just such a car!

Built by Kar Kraft in Michigan, the Mach 2 is a two-seater version of the Mustang, and is based on a shortened version of the mid-'60s chassis. The design brief wasn't to produce the most aerodynamic, fuel-efficient, family car that would solve the world's pollution issues, and neither was

it a 'look at how good we are' design exercise showcasing Ford's engineering talents. Instead, it looks very much as if Ford said to Kar Kraft "build us a race car for the streets".

Of course, Ford already offered this in the shape of the GT40, but even in 1967 you'd needed to be exceptionally wealthy to even entertain the idea of owning one! Instead, Kar Kraft took inspiration from the GT40 and set about creating this unique Mustang.

First up, the 289 cubic-inch V8 motor borrowed from the Mustang, was mounted directly behind the driver. The bodywork was suitable sculpted around it, and included those beautiful carburettor intake ports on the

rear deck! The Mach 2 also borrowed the front suspension and brakes from the Mustang, but thanks to its clever (for the time!) semi-monocoque steel and fibreglass design Kar Kraft were able to keep the weight down to just 1200kg – not bad for its time, especially considering the weight of that cast-iron V8 motor! In fact, the Mustang, on which the Mach 2 is based, weighed over 200kg more with the same V8 engine!

The GT40 influences can be found all over the Mach 2. The mid-engine design is the main one, but the styling cues, the fact the doors cut into the roof (albeit nowhere near as much as the GT40), and the overall silhouette all have links to the GT racers.

The Mach 2 was the perfect mix of European racing flair (don't forget the GT40s were built by Brits!) coupled with raw American muscle. When it was showed at Chicago in 1967 it was even rumoured to be a possible replacement for the Shelby Cobra! But the Mach 2 never made it beyond the show scene and never saw production. Why Ford, why?!



No, it's not powered by a suitcase! The V8 engine is behind the driver!

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- Height adjustable bottom mount
- Bearing mounted spring platforms
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